

### Thornycroft 'J' Type Three Ton Lorry with Thirteen Pounder Mark 3 Anti-Aircraft Gun

The firm of John Thornycroft began in 1892 in Chiswick, developing a successful range of steam lorries. In 1898 they moved to Basingstoke. They had a long history of producing vehicles to meet military requirements. Their 'J' Type lorry was designed in 1912 specifically to qualify for the newly announced British Government 'subsidy' scheme and was considered best in the 1913 and 1914 War Office trials. It weighed 3¼ tons, less its body, and with the four-cylinder side-valve engine developing 40hp, the lorry had a top speed of 14½ mph.

In all respects the vehicle conformed to the War Office 'subsidy' requirements and more than 5,000 'J' Types were supplied to the British Army during the Great War. The Thornycroft was chosen for special-purpose roles and those most associated with the 'J' Type were the mobile workshops and the mobile anti-aircraft guns. This kit is based on the anti-aircraft version – with the earlier folding outriggers. Later versions – including the vehicle preserved at IWM Duxford – had telescopic outriggers. A kit for the standard 'general service' version is also available (WDMT03)



#### Before You Begin

This kit is produced using three materials – whitemetal, resin and etched nickel silver. All are potentially harmful if not handled or used as intended. Do not feel tempted to place any parts in your mouth! Please wash your hands after a building session. The dust caused whilst filing or sanding should be cleaned away as soon as possible and must not be breathed in and we recommend the use of a face mask when sanding resin.

The detail parts are cast in a high quality whitemetal to provide as much detail as possible. Casting marks and 'flash' should be minimal but can be removed carefully with a knife blade, fine file or fine sandpaper. Some of the smaller parts are cast on to a sprue which also needs removing. Hold the sprue carefully using a pair of fine pliers and carefully cut the parts away.

The resin parts should feature minimal casting marks but again these can be removed with a fine file, knife blade or fine sanding paper. Take extra care as the resin is softer than the whitemetal and material will be removed quicker. The resin should be carefully washed and dried to remove any mould release. Warm water is best for this. Don't use washing-up liquid – it may prevent glue from sticking to the resin. Should any of the resin parts become distorted they can be immersed in hot water – TAKE CARE! – and gently tweaked back into place. Do not leave the parts in the water for too long as this may have an adverse effect, making them too soft. Under no circumstances, use a naked flame to heat the parts.

The fret of etched nickel silver details requires careful handling as its edges may be sharp. Cut each part in turn from the fret using a sharp knife blade and file any remaining tags with a fine file. The parts are best fitted using glue.

We recommend that the parts are glued together using either 'super glue' – ACC - or a quick setting epoxy resin such as 'Araldite'. Don't be tempted to use the 'instant' versions of these products. A little time to adjust the fit is always wise! Always follow the adhesive manufacturers' instructions and take care not to stick yourself to the kit!

## Parts List

Please do take note of the various photographs. This will help you identify the parts and their location.

1 Prop Shaft	12 Steering wheel	23 Rolled canvas doors x 2	34 Platform
2 Rear axle	13 Steering column	24 Cab tilt	35 Drop sides x 2
3 Chassis	14 Cab back	25 Outrigger frames x 2	36 Jack support blocks x 4
4 Drive shaft	15 Gear/Handbrake	26 Exhaust silencer	37 Pedestal
5 Front axle	16 Step	27 Exhaust pipe	38 Mounting frame (LHS)
6 Front wheels x 2	17 Front Mudguard (LHS)	28 Outriggers x 2 RHS	39 Mounting frame (RHS)
7 Rear wheels x 2	18 Front Mudguard (RHS)	29 Outriggers x 2 LHS	40 13 pounder gun
8 Steering link arm	19 Brush guard	30 Jack handles x 4	41 Elevation/Transverse wheels x 2
9 Cab front	20 Headlamps x 2	31 Jacks x 4	42 Adjusting wheel
10 Bonnet	21 Side lamp (LHS)	32 Ammo box Front	43 Nameplate
11 Cab floor	22 Side lamp (RHS)	33 Ammo box Rear	44 Straps for Cab tilt x 2

## Chassis

1) Fit the prop shaft (1) into the rear axle (2), then glue the assembly to the chassis (3) ensuring that the locating holes on the axle fit onto the spigots on the rear springs on the chassis and that the pin on the end of the prop shaft fits into the locating hole on the gearbox.

2) Glue the drive shaft (4) on the chassis between the engine block and gearbox and then fit the front axle (5) across the front springs. Fit the front wheels (6) and double rear wheels (7) onto their axle ends noting that the front wheels have a slight 'toe in'. Once dry, place the assembly on its wheels on a flat surface to check that all is square - if not then slightly tweak the chassis so that all four wheels are touching the flat surface.

3) Fit the steering link arm (8) in place with the jointed ends butting up against the axle and the steering rod resting on the engine block. Cut the white metal exhaust (27) just short of the exhaust box and glue this in place. Then glue the exhaust silencer (26) - reference to the photographs will help here.

4) Fit and glue the two outriggers frames (25) to the chassis - the one with the notch goes at the front.

## Cab and body

5) Glue the cab front (9) to the bonnet (10). With the lorry sitting on its wheels glue the bonnet assembly to the front of the chassis. Note that the pins on the underside of the bonnet need to be filed off. Next glue the cab floor (11) onto the chassis with the floor butting up against the cab front. The centre pedal should be in line with the steering wheel hole. Add the cab back (14) ensuring it butts up against the floor, then add the cab tilt (24) – though this can be left off until after painting to allow access to paint the cab interior.

6) Glue the steering wheel (12) to the steering column (13) and once set fit in place in the cab. Glue the gear lever/handbrake assembly (15) and cab step (16) in place. If you intend to build the travelling version then omit the step.

7) Fit the front mudguards – noting that these are 'handed' (17 left) and (18 right). Fit the brush guard (19), head lamps (20) and side lamps – again these are 'handed' (21 left) and (22 right). Please refer to the photographs to check which part goes on which side.

## Details

8) The etched details can now be added. The name plate (43) fits onto the front of the bonnet and the cab tilt stays (44) are fitted between the brush guard and the underneath of the front of the tilt.

9) Add the rolled canvas doors (23).

## Outriggers

You must first decide if you are going to build the kit in travelling mode or firing position.

10) In travelling mode, omit the cab step (16). Glue the jack handles (30) and the jacks (31) to the outriggers (28 RHS) and (29 LHS), then glue these onto the outrigger frames (25). Please refer to the box label for details of their correct positions.

11) For the firing position assemble as above but position them as in photo 2. Finally glue on the jack supports (36).

### Platform

12) Take the platform (34) and fit the drop sides (35). Add both ammo boxes (32 front) and (33 rear).

### Thirteen pounder Mk3 AA gun

13) Glue the mounting frames together (38 LHS) and (39 RHS) with the gun barrel (40) in place, being sure to set the gun to the elevation required.

14) Fit the pedestal (37) onto the platform and then the gun assembly in place. Add the elevation / transverse wheels (41) and the adjusting wheel (42).

15) Finally fit the completed platform and gun assembly to the chassis.

### Painting and Transfers

Ensure that all surfaces are grease and dust free. Clean the model carefully in warm soapy water if required, taking care not to lose detail. Allow to dry and then spray with a suitable primer from an aerosol – we use Halfords Grey aerosol Primer.

The following painting scheme has been suggested: Overall body, cab interior, rear body, chassis and wheel hubs – W^D green; canvas cab roof and rear tilt – canvas brown; cab front interior and steering wheel – mahogany; seat and seat back – leather; details – black, silver or grey.

We have included a set of dry print transfers commissioned from Blackham Transfers for typical W^D lorry lettering. Please see the separate instructions on how to handle and apply these transfers. Please note that water based acrylic varnishes may be brush applied over the transfers, solvent based varnishes must be sprayed on. Solvent based varnishes WILL DAMAGE transfers if applied by brush.

Suitable figures are available from our range. We suggest sets WD04 Gun Crew and WD26 Eighteen Pounder Field Gun Crew. Ammunition boxes are also available from our accessory range - WDACR7 13 pounder ammo boxes.

### References and source material

War Cars by David Fletcher (out of print)

Allied Artillery of World War One by Ian V Hogg

Landships – dedicated to modelling WWI hardware – [www.landships.freeservers.com](http://www.landships.freeservers.com)

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