

Thornycroft 'J' Type Three Ton Lorry (General Service version)

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 general service vehicle, designed to move goods and cargo. Kits for the AA and workshop versions will be released in the future.

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!

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

Parts List

1	Prop shaft	12	Cab floor	23	Front headlamps
2	Rear axle	13	Steering wheel	24	Left side lamp
3	Main chassis	14	Steering column	25	Right side lamp
4	Drive shaft	15	Gear lever / handbrake	26	Flimsy rack
5	Front axle	16	Cab step	27	Tool box
6	Front wheels (x2)	17	Main body	28	Front tilt
7	Rear double wheels (x2)	18	Cab rear	29	Body tilt
8	Steering rack	19	Rear mudguards	30	Front body panel
9	Exhaust pipe	20	Left front mudguard	31	Nameplate
10	Cab front	21	Right front mudguard	32	Tilt stays (x2)
11	Bonnet	22	Brush guard	33	Rolled canvas doors

Construction

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 rack (8) in place with the jointed ends butting up against the axle and the steering rod resting on the engine block. Glue the exhaust pipe (9) in place with the rear of the silencer in line with the rear bracket. Once set, bend the exhaust pipe so that it connects into the engine block. Reference to the photographs will help here.

Cab and body

4) Glue the cab front (10) to the bonnet (11). 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 (12) onto the chassis with the floor butting up against the cab front. The centre pedal should be in line with the steering wheel hole.

5) Glue the steering wheel (13) to the steering column (14) and once set fit in place in the cab. Glue the gear lever/handbrake assembly (15) and cab step (16) in place.

6) Glue the main body (17) onto the cab rear (18) and then fit this assembly into place on the chassis, ensuring that this assembly butts up against the cab floor. Note that if crew figures are to be added now is the best time to install them. W^D Models can provide suitable driver figures.

7) Rear mudguards (19) can now be glued in place followed by the front mudguards – note that these are 'handed' (20 left) and (21 right). Fit the brush guard (22), head lamps (23) and side lamps – again these are 'handed' (24 left) and (25 right). Please refer to the photographs to check which part goes on which side.

8) Fit the flimsy rack (26) to the left hand side and tool box (27) to the right hand side of the chassis. Glue the front tilt in place (28). The body tilt (29) can now be fitted or - as an alternative - the front body panel (30) can be cemented in place. This will enable you to fit a load in the open body, should you wish to. W^D Models produces a range of suitable shell and ammunition loads in their range.

Details

9) The etched details can now be added. The name plate (31) fits onto the front of the bonnet and the tilt stays (32) are fitted between the brush guard and the underneath of the front tilt.

10) Finally the rolled canvas doors (33) can be added.

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 Primer straight from the aerosol.

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.

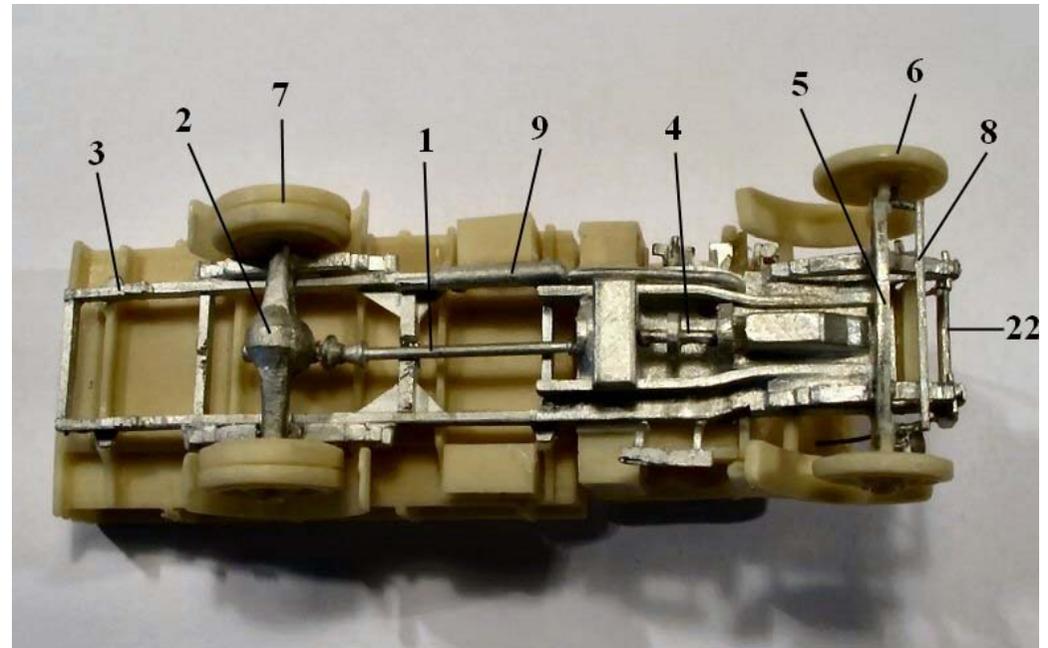
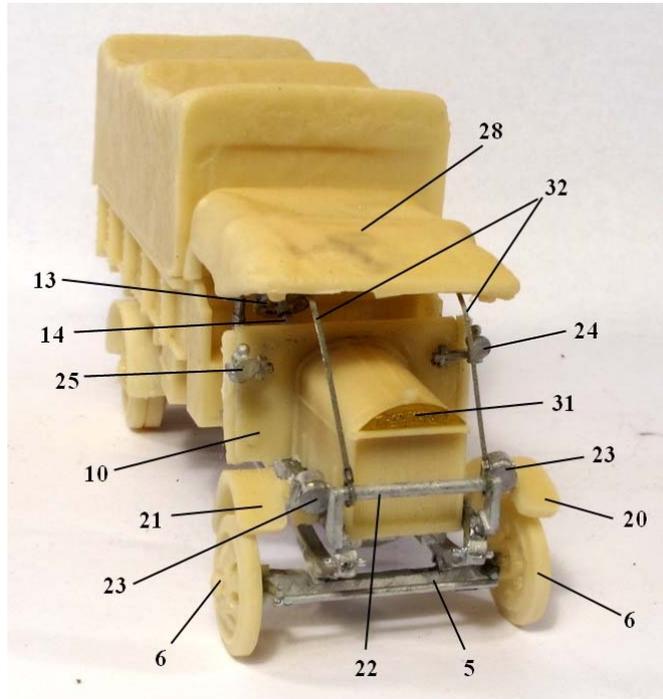
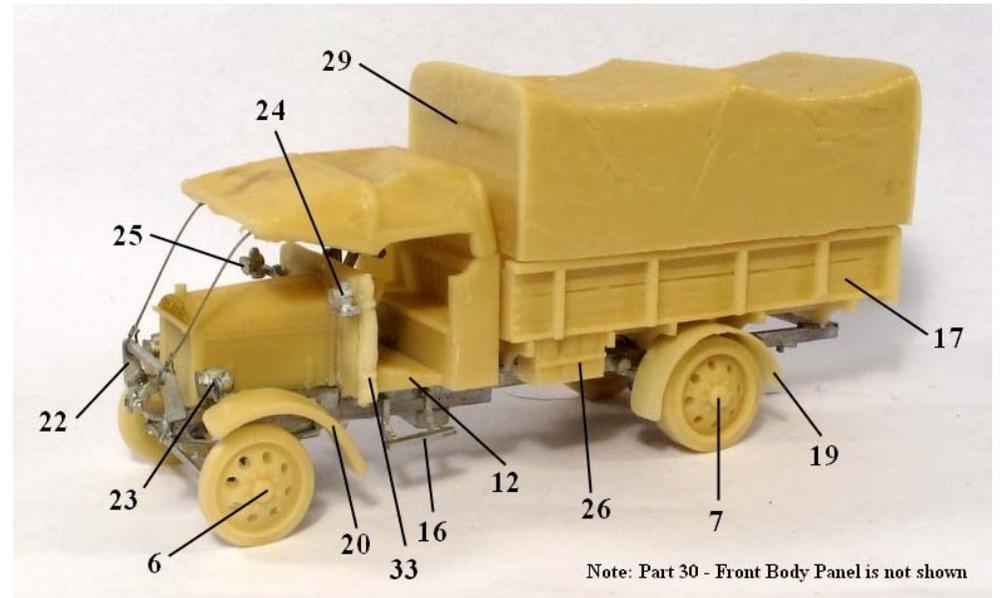
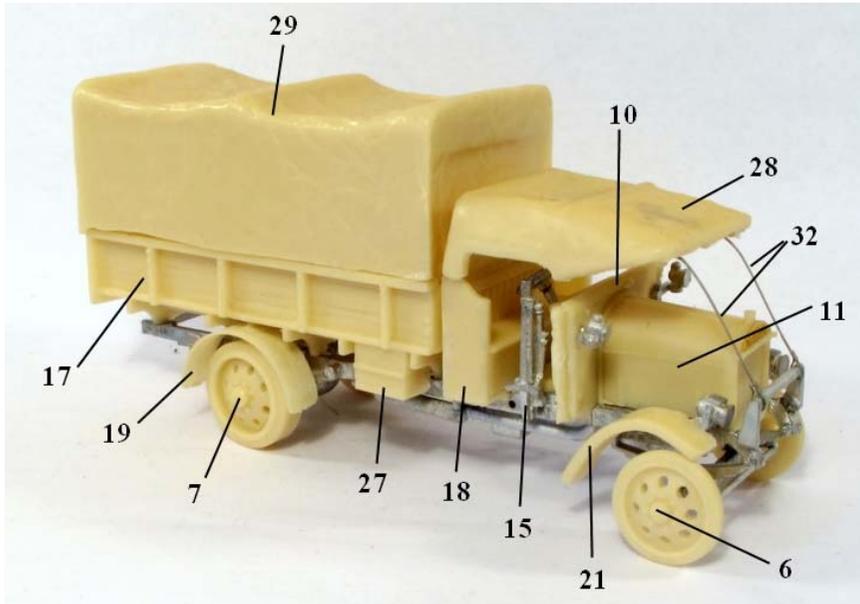
We have included a set of dry print transfers commissioned from Blackham Transfers for typical W^D lorry lettering. Please see the separate instructions on how to handle and apply these transfers. Check the photographs of the completed model for the location of the various transfers. Please note that 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.

References and source material

Landships – dedicated to modelling WWI hardware – www.landships.freeservers.com

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