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## *Helfer gesucht*

Am **24. März 2007** findet unsere alljährliche Hallenreinigung statt  
Wir starten voller Tatendrang um 08.30 Uhr  
Für einen Mittags-Lunch ist gesorgt  
Vielen Dank im Voraus für Euer zahlreiches Erscheinen



## **Eine "Saurer Rep" in Grossbritannien**

Kommentar: Seit einiger Zeit pflegen wir Kontakt zu Graham Smith, seines Zeichens Konservator des Aldershot Military Museum in Grossbritannien und erklärter Saurer-Fan. Er besitzt einen 1949 Saurer LCDD2 Lastwagen, den er seit Jahren in Betrieb hat. Nun hat er aber eine grössere Restauration

begonnen, und dabei einige Überraschungen erlebt. Lies doch gleich selber! Das ist das erste Mal, dass die Gazette einen Originaltext in Englisch veröffentlicht. Falls gewünscht, werden wir in der nächsten Gazette eine deutsche Übersetzung liefern (rb)

### **Mail 1 von Graham Smith an Ruedi Baer**

My Son David and I are the proud owners of a 1949 Saurer LCDD2 Lastwagen. Chassis no.20455/33, engine No.79993. We purchased the vehicle in 1986 direct from the works at Arbon with the help of Herr Albert Boni of Saurer and took it home on the back of a more modern Volvo.

We had a most entertaining journey back to Newbury having firstly gone to visit friends in Hessigkofen near Bern. This caused great interest in the village. Having stayed over the weekend we took our friend Kurt to his place of work in Solothurn. Our journey then began. Having crossed the Swiss border into France we travelled to Dunkirk and then to Dover.

Our time from leaving Switzerland to arriving home was just under twenty eight hours. Having parked up it was decided that a visit to bed would be a good idea and so it was that an "oldtimer" had also reached it's new home.

You may wonder why I have a passion for Saurer lorries, well my Uncle had one in the 1930's and always said it was a good lorry; very fast for the time and very reliable. I still have the clock that used to be in the cab. I fell in love with our Saurer after a visit to the works at Arbon and decided on the spot that I liked this particular vehicle, a deal was made and we now own it. We did very little to the lorry apart from replacing the brake cylinder rubbers adjusting the brakes and giving it a repaint. This gave us sixteen years of trouble free running, visiting rallies all over the UK. Where ever we went, people were very interested in the Saurer.

However after running the Saurer all this time it was becoming a little tired and we decided to carry out a light refurbishment. How wrong can you be !!! It turned into a major rebuild. We even had to build a very large shed to enable the work to take place. Having created a mini Arbon at the bottom of the garden the work could now begin. (to be continued)

Regards,  
Graham Smith, Conservator.  
Aldershot Military Museum.  
01252 314598.

## Mail 2 von Graham Smith an Ruedi Baer

The story continues....

Having decided that we were to undertake a major task and indeed a journey into the unknown, certain practices have to be put into place. The most important is to record every detail of the vehicle prior to taking it apart, it is quite a simple job to pull things into a pile of parts! We have over 300 images and written records so far! This helps when it is time to put it together again. The next thing on the agenda is where can you obtain spares, we do not have a SAURER agent in Newbury. However being a member of The OCS helps and we have been greatly helped not only by the factory and Herr Boni but Kurt and Trudi Arnold who have assisted in the supply of all manner of spares. Some items were similar to UK vehicles ie: brake hoses are the same as Bedford ones!!

The biggest problem was the chrome radiator surround, this was very close to being scrap but fortunately I found a firm in Kent that could restore it to new condition and it does look as if it has just come from the works. This was by far the most expensive item that I have had done. I won't say how much it cost but I could have had a rather nice holiday in the Alps!! The lorry was dismantled in a methodical manner the body coming off first followed by the bonnet, radiator, wigs and then the cab. Once it was reduced to a chassis on wheels it was taken outside the workshop and steam cleaned. When dry it was then put back into the works and placed on axle stands and the wheels removed.

.....More to follow  
Regards, Graham.

Graham Smith ist Konservator des britischen Aldershot Military Museum und grosser Saurer-Fan; er ist auch Mitglied im OCS!!



## Bemerkung der Redaktion

Das BSG-Sekretariat hat wieder dem Redaktor bei der Erstellung und beim Versand der Gazette geholfen. Vielen Dank der BSG für die grosszügige Unterstützung!



Unternehmensberatung

Beraten heisst, die komplexen Probleme von heute  
mit Blick auf morgen zu bewältigen helfen.

Wer Näheres über die BSG erfahren will, findet alles Wissenswerte unter [www.bsg.ch](http://www.bsg.ch)