

# BRITISH BARCELONA CLUB (BBC) NEW TRANSPORTER

REGISTRATION NO - **GB11BBC**



The three photographs above show the MAN 7.5T TGL 8.180 lorry chassis complete with a LX high roof sleeper cab and the Bateman 2043 Twin Axle Trailer chassis which were both delivered to Wessex Vehicle Services Ltd on Monday 14<sup>th</sup> February. These will now be converted to become the new curtain sided pigeon transporter complete with a matching curtain sided trailer for use by the British Barcelona Club.



The three photographs above show the Welsh contingent of the BBC armed with mallets assembling the base, sides, back and roof of the new plastic panniers which are being incorporated within the new vehicle the transporter will contain 98 panniers and the trailer 56 each pannel will carry 22 pigeons.



The three photographs above show the Wiltshire contingent of the British Barcelona Club armed with the more technical tool of a screwdriver which was needed to insert the five plastic pannier retaining bolts and to assemble and fit the loading doors and front drop door to the plastic panniers.



The three photographs show the assembled panniers stacked 4 high and clearly show the twin loading doors, the carpeted interior and a front door dropped down in the liberation position. The normal wicker BBC pannier has been placed on the top of the stack to enable the size and construction of the old and new to be compared, the birds will be still be convoyed in comfort to the race point on a bed of shavings.

Work immediately commenced on the conversion of the trailer chassis into a curtain sider which includes a front bulkhead, rear barn type doors, a one piece opaque GRP roof fitted with two equi spaced Flettner roof vents to aid ventilation and then finished off with toughened plastic mesh curtains which allows air to circulate but prevents rain from entering.

The trailer has the capacity to hold 56 panniers giving a maximum potential load of 1,232 pigeons.



One should note that the panniers stack and therefore do not require racking. The next stage in construction is the manufacture of a lightweight release mechanism which will allow the bottom three layers to liberate first followed by the top four. This release mechanism in conjunction with vertical spring loaded uprights in the central corridor will prevent movement of the panniers in transit. The birds will be fed in the panniers; water will be supplied in full length drinkers serviced from the wide central corridor.





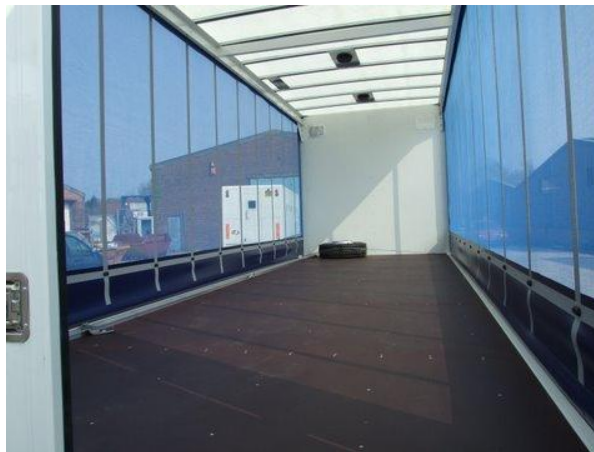
With the trailer completed time to concentrate on the conversion of the lorry, again we have a front bulkhead all built on an aluminium frame to keep the weight as low as possible. This bulkhead is fitted with two hit & miss louvre vents in the top corners to enhance the airflow which is aided by four equi spaced Flettner roof vents along the centre line of the roof. To the rear we have a pair of flush face barn doors complete with recessed paddle handles, interior locking gear, power brace door retainers, a locking bar is fitted to each door to hold the doors open at 90 degrees and a walk up butchers step for ease of entry.



The lorry has the capacity to hold 98 panniers giving a maximum potential load of 2,156 birds but with a wide central corridor, it could, if required also take an additional seven panniers stacked at the front end which would allow an overflow of 154 birds without having to resort to the use of the trailer. If the trailer is required for the shorter race which is most likely then this does give the club a maximum capability to convoy a total of 3,542 birds which is an increase of 742 birds on the old vehicle.



There's been a lot of thought and planning gone into the design of this vehicle with the main priority the welfare of the occupants - but have we got it right? We think so but we have taken additional measures to monitor the conditions on board as the cab will be fitted with a TL-500 Wireless Temperature Logger which is basically a USB based receiver base station which will allow the convoyer to continuously monitor temperature, humidity and carbon dioxide levels live by the use of remotely located sensors placed at strategic points in the lorry and trailer. This data can be stored and exported to spreadsheet programs such as Excel for further analysis with the intention of eventual downloading to the BBC website for all to see. As the output is live this will allow the convoyer to take immediate action to vary the ventilation as required and also to take action to plan to amend the design of the vehicle should this be considered necessary.



With the curtain sides now in position that's the job completed for Wessex Services Ltd and it's off to the sign writers to do their bit. Still several items left to do firstly the manufacture of the lightweight release mechanism which will allow the bottom three layers to liberate first followed by the top four. This release mechanism in conjunction with the vertical removable uprights in the central corridor will prevent movement of the panniers in transit. Air suspension permits levelling of the vehicle body when at rest and the birds will be fed in the panniers; water will be supplied in full length drinkers serviced from the wide central corridor. Next will be the fitting of the 2 x 125 litre plastic water tanks and the four heavy duty under body lockers which will be used for the storage of food and the plastic drinkers.



Well that's it completed and the total cost including the personalised registration **GB11BBC** was a tad over £77,000 which can be offset by the £10,000 raised by the sale of the old lorry. Fortunately thanks to the efforts of the previous secretaries especially Jim, members of the committee and members of the club there were sufficient funds in the club's transporter fund. These had in the main been raised by the club's annual young bird sale, various raffles and the basket sponsorship scheme. This year's sale will soon be upon us it's at Salisbury Livestock Market on Sunday 17<sup>th</sup> April where once again the members have donated a fine selection of youngsters. Birds will be on view from 1100hrs with the sale commencing at 1300hrs why not come along early and inspect the new transporter and trailer which will also be on view for all to see.

Personally I think it's a cracker and something the BBC can really be extremely proud of. A special mention must be made about the club's President Nigel Rigiani who was the brains behind the design of this vehicle which utilises lightweight materials where ever possible to keep the weight down within the 7.5 tonne limits yet still gives a reasonable capacity in the terms of birds carried. The vehicle is slightly shorter than the previous vehicle which apart from the shorter race when the trailer will be required will give reduced ferry charges. The biggest reduction in costs however will be seen in running costs which even with the powerful engine achieves 19mpg as opposed to the previous vehicles 9mpg. Nigel has spent month's not only overseeing its procurement and construction but also personally manufacturing the release mechanism and fitting the water tanks and storage lockers.



For those readers who are not members of the BBC we are the first of the National club's to commence racing this season with our first the race from Carentan on Friday 29<sup>th</sup> April, yes Friday that's right, the day of the Royal Wedding. Want to send then you still have time to join - membership forms can be downloaded from [www.britishbarcelonaclub.co.uk](http://www.britishbarcelonaclub.co.uk) or contact Barry Burton our most helpful Secretary on 01305 268293 who will take the necessary action for you to join and enter this race - our first with the new transporter.

