

£10,000 fuel saving as Classic Catering switches to Isuzu

By switching truck brands, in this case to an Isuzu Forward 7.5 tonner, Classic Catering estimates it will save in excess of £10,000 on its annual fuel costs. Classic Catering is a specialist patisserie manufacturer and distributor with a daily trunking operation from Manchester to London. The Isuzu is already showing a 3mpg improvement in economy over the existing brand.



This is the company's first ever Isuzu in its 19-strong distribution fleet and the N75.190 4x2 rigid vehicle is covering over 2400 miles a week. It transports patisserie products from Classic Catering's Manchester production facility to its London based distribution centre in Wembley.

Within the first month of service, the Isuzu returned a 3mpg improvement in average fuel consumption over the previous vehicle on this 6-day-a-week, 430 mile daily operation. Classic Catering anticipates this fuel saving will improve even further as the Isuzu settles into its working life. David Mincher, logistics and warehouse manager at Classic Catering explains, "We were aware of the Isuzu payload and impressive fuel economy before we bought the vehicle and everything we heard has materialised already with this first Isuzu. Almost immediately we have been able to achieve a significant fuel saving and we are confident that the mpg figures will continue to impress us as the Isuzu beds in."

Supplied by The Hulme Group, Classic Catering's first Isuzu is specified with the manufacturer's popular Easyshift transmission and to further assist the fuel economy performance, the Isuzu has

been fitted with a full wind deflector kit. The Isuzu 7.5 tonner features a Coolfreeze 16 ft multi-temperature refrigerated body, together with a GAH SX7 multi-temp refrigeration system. Inside the front of the Coolfreeze body, is a two-pallet compartment for frozen products whilst, at the rear of the body, the chilled compartment can hold 7 pallet loads of patisserie products. With its head office and production facility in Manchester, Classic Catering is one of the U.K's largest manufacturers and distributors of specialist patisserie products. It has a portfolio of over 500 product lines supplied to customers that includes breweries, blue-chip companies, sporting venues, football clubs, hotels, restaurants and independent catering outlets.

"The Isuzu 7.5 tonner has all the key attributes required by Classic Catering for a distribution vehicle. Outstanding fuel economy compliments the acknowledged payload advantages traditionally associated with the Isuzu marque. Keeping distribution costs down is key to success in any business in this current economic climate and this is where our products score highly, making them ideal vehicles for this type of intensive daily distribution," said Keith Child, marketing director at Isuzu Truck UK.

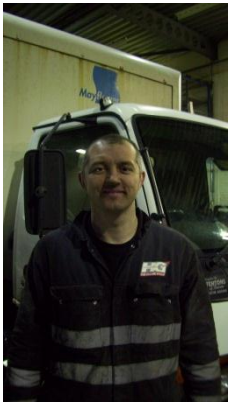
And here is one we repaired earlier.....

We are all familiar with make-over programmes on television like DIY SOS, 60 minute make-over, or even 10 Years Younger, where after a lot of work dramatic transformations are made. The Hulme Group is capable of making their own major transformations that are certainly not just skin deep. This concrete mixer for example was refurbished for one of our local customers, up to and including a stunning and quality paint job. The paint work alone took care and considerable time and the vehicle now looks as good as new. The Hulme Group is regularly called upon to carry out such transformations either to



extend vehicle working lives or to optimise the value of equipment prior to resale. The bodywork repair and painting facility is always busy and can handle everything from small vans to double deck buses. If you have a challenging and interesting refurbishment project why not call Lee Drummond (Body Shop Manager) on 0161 877 6071 soon?





Isuzu recognise a Master.....

Greg Moskwa (from Sale) has been trained by the Isuzu Technical Academy and is another to have been awarded Master Technician status. He has attended numerous training sessions, of between one and three days, over the past 12 months (at Isuzu's Technical Training Centre in Hatfield) in subjects covering the entire vehicle range including: Electrical systems; Cab and Chassis components; Computer Diagnosis; Engine mechanicals and management; Brakes steering and suspension; Transmission mechanicals and management; Speed Limiter Programming and Advanced Diagnostics..... Congratulations on his achievement!

When sending your vehicles to The Hulme Group you can be confident that they are worked on by suitably trained and qualified Service Engineers like Greg.

The Hulme Group sends Electric Vehicles to University.....

Newcastle University has invested in two new Goupil Electric utility trucks for their City Centre campus which were ordered and supplied through The Hulme Group. One of the vehicles is to be utilised by the Mail Room and the other by the Security Department and will operate both within and outside the University.

The Goupil G3 utility vehicles can travel up to 62 miles on a single battery charge at a cost of ONLY £1.35 per charge. That is just over 2p per mile! They are also quiet and very manoeuvrable and can squeeze into places a conventional vehicle could not. Anyone with an ordinary Car driving licence can operate the G3. Simple, all you have to do is GO, STOP & STEER. It's that easy!



There is even no problem operating them within the University buildings themselves, because they are so clean and totally environmentally friendly.

It is worth bearing in mind that apart from the obvious environmental benefits of obtaining an electric vehicle, as opposed to a petrol or diesel engined one, a Goupil Electric Vehicle offers the following financial benefits: Electric vehicles are currently exempt from having an MOT, and there is no cost of Road Fund Licence (Although electric vehicles have to be registered for the road and need a tax disc and number plates if they are to be used on the public highway, the tax disc can be obtained for FREE.



And finally, just for a laugh.....

Why would Barium, Helium and Curium be known as the medical elements?

Well if you can't Curium, and you can't Helium you just have to Barium! Ouch!



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