



2019



It's a classic!

WELCOME

It is with great pleasure that we welcome you once again to the Commercial Road Vehicle show. We are delighted to be involved in organising this, the sixth annual show here at Dundalk Stadium.



We welcome you one and all, from near and far across the four corners of Ireland. We also have to extend a special welcome to our visitors who have made the voyage across the Irish Sea to be here with us.

The event is a fundraiser for the Children's Hospital in Crumlin and last year we raised **€7,050.00** for the hospital, a fantastic response for a one day event.

It is a team effort, from the people publicising the event months in advance, to those doing the rounds with fliers and posters in their locality, and to the volunteer marshalls and attendants who help with set up and parking of all the trucks on the day.

The biggest part of the team is made up of those who come to display their hobbies and passion. The people who go to great lengths to prepare the vehicles to the high standard that is for all to see and then make the time to attend at their own cost. The effort that goes into carefully packing and transporting the impressive model collections that are on display is a credit to one and all, especially when there are so many one-off models which have taken months and even years to complete.

The help, advice and support from all the vintage club members from Ulster Vintage Commercial Vehicle Club, Charleville, and Fingal Vintage Club is very much appreciated.

We must also extend a big thank you to the staff at Irish Vintage Scene and the Dundalk Racecourse for helping make this show happen

A special thanks to Damien McGrath who played a major part in producing this booklet, for a lot of hours burning the midnight oil.

Safe home and hope see you again next year!
Sean & the CRV team



**The Children's Medical
& Research Foundation**
Our Lady's Children's
Hospital, Crumlin

You are part of an amazing community supporting sick children

Dear Sean,

On behalf of all the sick children who visited Our Lady's Children's Hospital Crumlin last year, from their families who are constantly by their sides, and from the doctors, nurses and scientists who make it their lives' work to heal Ireland's sickest children, we are writing to say

Thank You!

Your generosity has made a huge impact on the lives and experiences of sick children at the Children's Hospital in Crumlin and has directly contributed towards saving and improving the quality of these young lives - the lives of the 150,000 children who passed through the doors of the Hospital last year.

Childhood illness take far too much. That is why we are so appreciative of your decision to support us in doing #whateverittakes to fight back against childhood illness raising money by holding events, bake sales, tractor runs, auctions, running, walking, cycling and giving your time for sick children, you are part of a community of dedicated supporters. You truly are part of something wonderful!

Your efforts have enabled the purchase of new cutting-edge medical equipment to assist the incredible medical and research teams in discovering gentler treatments, earlier diagnoses and new cures to help fight childhood illness and diseases.

I truly cannot tell you how much your support means to the children, their families and the care teams who dedicated their lives to helping them.

On behalf of the thousands of children, families, doctors, nurses, researchers and car teams you have helped with your compassionate generosity, I thank you from the bottom of my heart.

Yours sincerely,

Antoinette Kelly
Head of Community Fundraising

2018 PHOTO GALLERY



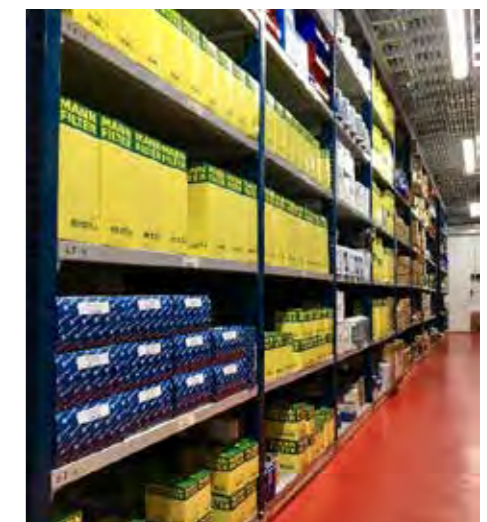
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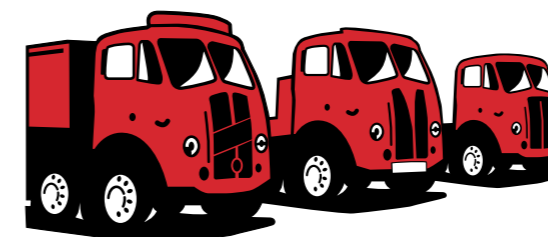
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11th August: UVCVC Memorial Run
14th September: UVCVC Co Down Road Run
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*The club maybe attending and supporting other events keep a
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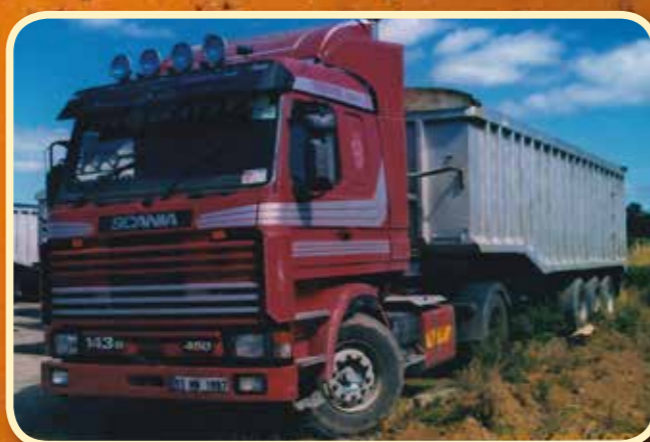
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The Dinky King

Martin Bulger was born and reared in the hillside town of Kingscourt in the county of Cavan. Kingscourt would be an industrial hub in the region with a lot of well known national and international brands based there, such as Kingspan, Fuss and Hangar doors, O'Reilly Concrete (Barleystone) Kingscourt Brick and Gypsum industries. This level of industrial activity there were always plenty of lorry movements through the town drawing to raw material and taking finished products to customers. Martin would have worked on local farms and as a helper on some of the lorries handballing and shovelling loads on and off, before palletisation and mechanical methods became commonplace. He then went onto maintaining and driving trucks for a living. This led to Martin developing a keen interest in old trucks, tractors and machinery. He would be a keen follower of fair days and vintage shows.



While at one of these shows in the summer of 1987, he came across a Ford D series tractor unit with a low-loader and dozer, at one of the auto-jumble stalls. This brought him back to his childhood, and the deal was done, space was cleared on a shelf in the house, and it took up pride of place.

This was the beginning of his collection, and in over thirty years since that day, the collection has become one of the biggest in Ireland.

Martin, has over the years accumulated a wide and varied collection which includes cars, tractors, vans, machinery, cranes and trucks.

The collection is made up of many different scales, ranging from 1:144

right up to 1:43 from a large selection of producers. These include Corgi, WSI, Conrad, NZG, Tekno, Joal, Cararama, Matchbox Universal Hobbies, old Car, Spot on and of course Dinky.

Martin sources quite a lot of his collection from autojumble sellers at vintage shows and stalls at trade and toy fairs throughout Ireland and the UK. He enjoys the feeling of discovering a sought after or long discontinued model by chance or pure persistence.

Soon word of Martins growing collection had spread around the locality and he was asked if he would be interested in putting on a display at a local vintage show at the Cavan Equestrian Centre in 2004. While he was displaying at the show, he was approached by the organiser of another show and invited to display there also. This invitation led him to become a regular exhibitor at vintage shows throughout the country. As model trade shows evolved into trade and display shows this gave Martin an opportunity to fill his calendar as he could attend the vintage shows in the summer and the trade shows in the winter.

In 2013 he set his own personal record of attending 46 shows in the one year covering the four corners of Ireland.

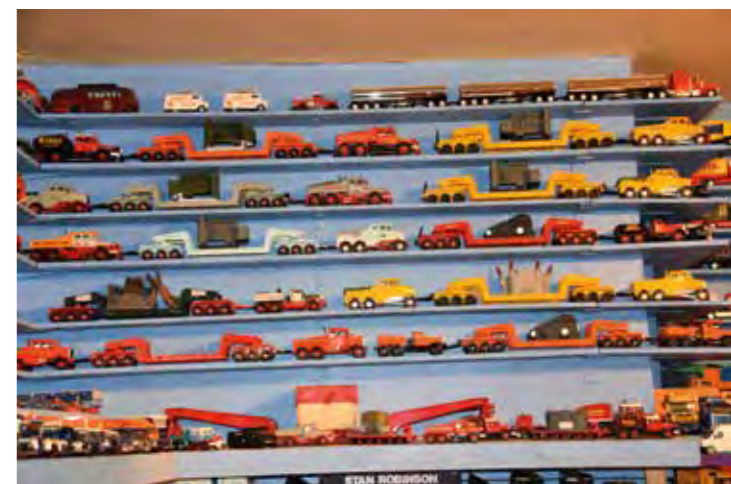
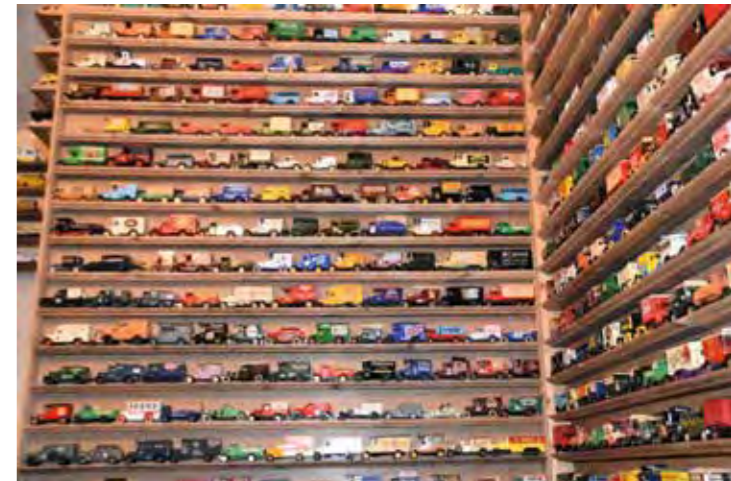
Given the broad selection of models, Martin can vary his displays which allows him to virtually re-invent himself at every venue, which adds to the interest for the visitor.

Martins preferred scale is 1:50 as he feels there is more scope for greater detail at this level and it is not too space hungry, with Corgi being the backbone of this segment of his collection.

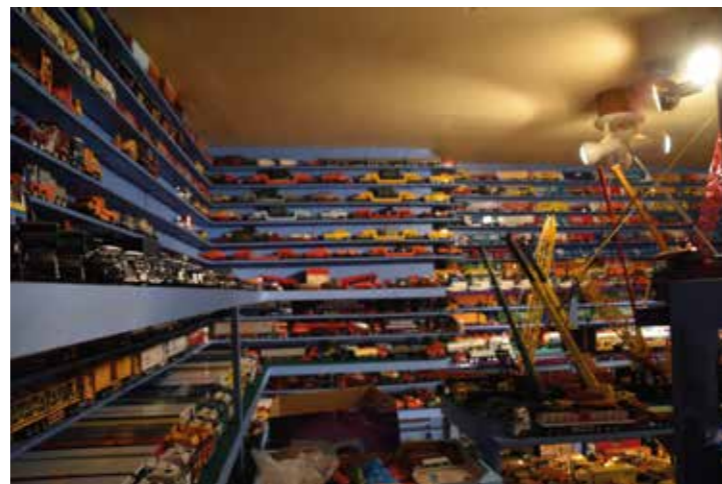
Martin has become a bit of a celebrity in recent years, having had his collection featured in the local Anglo Celt newspaper, before graduating to national newspaper level with the Irish Independent, Irish Sun and Irish Daily mirror all carrying articles, along with Irish Vintage scene.

In addition to the print media, he has been interviewed on local radio station, and has been featured on RTE's 'Nationwide', 'Lesser spotted Ulster' on UTV, and then back to RTE for a slot on their 'Collector' programme.

Martin is still collecting and Displaying and he conservatively estimates that his collection numbers in excess of 25,000 pieces.



2018 MODEL PHOTO GALLERY



DOWN MEMORY LANE



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*The next 11 pages
are dedicated to the memories of*

**DAVID MCCULLA, JIM JEMSO MURPHY
AND
THOMAS EVERARD**



*Thank you to their families for providing us
with the following information.*

R.I.P.

JIM JEMSO MURPHY

24th October 1953 – 21st May 2013

It was no surprise to his friends and family that Jemso Murphy chose driving as his life long career.

As a boy Jemso had a part-time job in Hollywoods Garage in Newry and part of his duties included moving cars in and out of the showroom and arranging them on the forecourt. From time to time, when the opportunity arose, some of the cars got an impromptu test drive up and down the street.

Then came a job as a delivery boy for a local meat factory and he was delighted to be allowed to drive the delivery van up and down the half mile avenue of a local college. Those that knew his love of driving reckon that he would have most likely driven the van anyway without permission and maybe worked on the forgiveness angle after the event.

When the time came and he got the 'big licence' his first job was with Eugene O'Reilly of O'Reilly Transport who were based in Newry at that time. This job involved driving throughout Ireland and England. During his time with O'Reilly Transport, a friend recalls how Jemso made the local paper in Bradford under a headline to the effect of 'Irish man caught working in sleep'. Having arrived at a delivery point on summers evening with a flat trailer of waste paper and unable to sleep, he decided to get a head start on the next day by undoing the ropes and removing the flysheet. During this operation the police pulled alongside and asked what he was doing, and cordially invited him down for a chat. The conversation soon came around

to a request for his log book, and the policeman pointed out that according to the book Jemso was asleep to which he replied that 'I often do a bit of work in my sleep'. The rest is, as they say, history. A run to Holland came up and there were no takers so Jemso volunteered. He then set off with his wife Carmel on a trip that would shape the direction of his future driving career, he was bitten by the continental bug and he had it bad. Carmel saw this for herself and realised how strong the calling was, and also that she would be sharing him with the open road from then on.

Lorries and the open road were to play a big part in the family's lives and on one occasion the entire family went on their summer holiday to Germany.

When Jemso was younger, his swarthy colour often had him referred to as 'The Turk' and in later years it was his full head of silver hair that defined him. The one consistent trademark for Jemso throughout his career was his moustache, and the combination of all these made him easily recognisable down the years.

Over the years Jemso drove for many hauliers from the border area. Among them were O'Reilly Transport, Polar Freight, Creggan Transport, Anduff International, Keenan Transport, W D O'Neill and Stephen Quinn. The last eighteen years of his career was spent driving for Norbrook Laboratories in Newry.





During his time at Norbrook, Jemso had three FH16 Volvo's and his final truck was a Scania R730. This lorry was picked and specified to his choice. This was testament to the regard he was held in by his employer and said just after the truck was delivered that he was told to put whatever he wanted when the lorry was ordered as it would be harder to retro-fit it when it was in service. This included a satellite TV system. Jemso, who loved lorries and driving, had hit the jackpot.

While at Norbrook Jemso's work and loads were varied ranging from pharmaceuticals from the production plants, to farm products between his employer's estates, to weaving through the streets of Paris and London collecting antiques and works of art for stately homes. His ability to navigate some of these tight areas won him a round of applause from onlookers who admired his skill.

Jemso was very particular about the trucks he drove and all were kept to a very high standard inside and out and he prided himself on his high standards of driving. He once received a reference noting 'anyone who keeps their boots that clean can drive any lorry of mine'.

Sadly in September 2012 Jemso received earth-shattering news that he had Prostate Cancer. True to form on the way from the Hospital Jemso told Carmel his wife 'you needn't think that I am giving up work'. He worked up until ten weeks before his death, and during that time Carmel recalls that at one appointment in Craigavon the nurses had to fast-track his tests as the lorry was in a nearby industrial estate and he had a boat to catch. He decided to take time off to gather his strength to fight the Gremlins as he called his condition, however this coincided with a downward turn in his health.

Jemso lost his battle on 21st May 2013, and the 730 had a tribute to him added and was the lead of the funeral cortege along with a guard of honour from Norbrook staff.

After his passing, Jemso's wife Carmel set up a fund raising appeal named 'Jims Bears' to raise awareness of prostate cancer. In no time at all this had raised over £10,000.00 for the cause.

Jemso Murphy, a family man and lorry-man.

David McCulla

9th February 1932 – 30th October 2003.

When David McCulla was 21 he bought an entire farm from his uncle. The farm specialised in field calves for the English and European markets.

While selling the cattle he realised that there was a margin that brokers/dealers were making and that tier in the process could be bypassed, thus leaving more money in the pot for the farmer. So having identified a method of increasing the return for the farmer he then set about gathering up support for his idea among his friends and neighbours in the farming industry.

Once he had secured enough support the transport business was born in 1969 at the Drumbo base. A brand new Atkinson and 33 foot fridge was purchased and the calves were transported 'on the hook' to Smithfield Market in London and direct to those dealers. With his wife Elsie, looking after the administration and overseeing the farm, the business grew and the Atkinson was soon joined by a second lorry in the form of a Seddon.

The work consisted of calves to Smithfield Market in London and the loads back were from Ross Frozen foods in Grimsby to Gracey's in Lisburn. Ross foods evolved into what is now today Youngs and are widely known for frozen fish. At one stage David McCulla and sons was the sole haulier for Ross products from England, even though the fleet consisted of one truck.

The first Volvo joined the fleet in 1971. It was a chrome grille F88 240 which was purchased in Grimsby and out of necessity was serviced in Carlisle. In 1978, while a Volvo was in the garage at Carlisle a Birds Eye driver enquired about a job based on seeing the lorry. A lorry was sent out to him and Paul Warby, the man in question, became a long serving driver and remarked that it was three weeks before he met his new employer. The length of time that Paul and others remained with the company was testament to the family values that Davy applied to the business.

The first big expansion was the securing of the contract from Premier Meats in Sallins County Kildare in the early 70's. This contract involved up to 20 loads each Friday from the plant to various destinations. During this contract other hauliers such as Hagan Transport and Lagan Transport would have been sub-contracted in. Davy often said that Premier Meats 'Built the house', referring to the new home he and his family moved into. The Premier Meats contract also led to a life-long friendship between David and the Plant Manager John McNamara. This friendship even extended to David and John's children frequently 'going on holidays' to each other's homes. That was a feature of Davy's business relationships, in most cases they became friendships. He enjoyed people and was a great judge of character.

The next uplift for the fleet was when a number of American TIP fridges went on fire during a sea passage. Davy bought the whole consignment at Rotterdam and brought them home. The trailers that were most seriously fire damaged were used as donor vehicles to fix up the less damaged ones. Some of these were sold to other refrigerated operators and the rest were introduced to the fleet. David also was the first operator in Northern Ireland to use Gray and Adams fridge trailers. John Gray nearly had a premises in Lisburn to market the brand based on the relationship he struck up with Davy.





David McCulla and sons was one of the first refrigerated haulage operators to bring meat into France and each driver had a leather bag containing running money and sleeves of cigarettes to help smooth the customs procedures. This greasing of the wheels became common practice among continental hauliers.

The fleet grew from 6-7 lorries in the 1970's to 25 by the mid 80's. The business moved from Drumbo to Ballygowan in 1984. There was also an office in the South of Ireland which enabled the lorries that were based there to get Permits for Continental transport. There was also the option of 'magic licences' which could be sourced in East London if all avenues were exhausted.

During the early and mid 80's came the EEC intervention programme. Davy was one of two hauliers who were awarded the contract for moving the beef to the ships. The ports that were served were Belfast, Foynes and Greenore. At it's peak, the intervention traffic would have warranted up to forty sub-contractors working for Davy. This was intense work and the returns were good.

In 1985 David introduced the Cold Store to the business portfolio. He had, down the years, witnessed the value of a cold store within the supply chain, as a valuable selling point for introducing new and securing existing contracts. It was a big step, but one that proved to be a long-term sound idea, with a latent demand that was tapped into quite quickly.

In 1994 the business moved to Lisburn and by this time Davy's son Ashley and daughter Carol were assuming a more frontline role in the operations. Their elder brother Ian had set up his own business endeavours and had moved on. In all, four of Davy's six children have worked in the

transport company. Davy himself had other business interests in property and still enjoyed spending time on the family farm, which meant the reins were handed over to some extent. Davy still was a daily presence in the office, overseeing activities and offering his experience in decisions. He was a focal point at customer events as he would hold court and fascinate guests with his stories.

The business that Davy had built from 1969, was in 1996 still primarily a unit load model with the carrying of meat products at it's centre. In that year came the BSE outbreak which decimated the industry and it had serious implications for all those involved in refrigerated transport. The decision was taken to reduce the fleet to five units and nine fridge trailers and regroup taking the business in a new direction and shifting focus. It was a hard call, but it was necessary to reduce cost base in order to survive. This involved getting into the frozen groupage market based on the cold store as a distribution hub.

The ship was steadied and viability returned after a few years. In 2001 it was then decided to start rebuilding of the transport fleet and bring it to the next level. This growth based on service and family values has continued to the present day.

In September 2003 at the age of 71, while working on the farm, Davy had a serious accident when machinery he was driving overturned. He suffered serious injuries and remained in intensive care for a month before finally succumbing to his injuries and died on 30th October.

Davy had worked hard, played hard and made great friends along the way. The McCulla Brand is now in it's 50th year and at its core remains the family values that Davy lived by.

Thomas Everard

11th March 1964 – 6th March 1987

Thomas was born in Rathoath Co. Meath on the 11th March 1964. He was one of eight children born to Mella and Tommy. From a young age he had mapped out his career, he was going to drive lorries.

Driving was in his blood, as his father Tommy had spent most of his working life as a lorry driver. Tommy senior drove a cattle lorry in the 1960's and 1970's for Eamonn White and then in the 80's and early 90's delivering groupage for C.B.C. Young Thomas would have accompanied his father in the lorry. He would have also spent a lot of his free time helping out at a local haulier P.J Roche and it was during this time that his mind was set for driving.

Thomas left school at the age of 16 after sitting his intermediate exams. He was a bright pupil with a great sense of humour and a much loved character, however had no interest in academic studies. He wanted out into the real world.

His first job was as a tyre fitter at a Roche tyre service which was owned by the father of P.J Roche.

Thomas's dream was to drive lorries on the continent and any job between school and getting the big licence was only a stop-gap.

Thomas's driving career began in 1984 with Dessie Johnston International Transport in Kilbride in Meath. It was his first driving job and it is here that he got his first continental experience, as a sub- contractor for RMF.

After a brief period with Dessie Johnston he went to drive for P.J Roche. Over the next two years he travelled to countries such as Italy, Spain and Bulgaria primarily as a sub-contractor for Shanahans from Finglas in Dublin. Other work would have been loads of tyres out of Semperit Tyres in Ballyfermot.

His lorry was a Scania 141 which was ultimate lorry at that time. For

somebody so recently into the industry to be given one to drive can only be described as a massive stroke of luck. Thomas's 141 was initially white and green and he persuaded his boss to have the colour changed so that it would blend in with the Shanahans trailers. The resulting red and white paint job and additions such as under-bumper spotlights really made it stand out.

Unfortunately looks weren't everything and the Scania had more than its fair share of trouble. Thomas would always do his best to get her home, however this was not always the case. On more than one occasion he had to wait with the lorry for help to arrive from home. He was always upbeat and he never complained, these incidents were just another part of the job.

Outside of driving lorries, he had a great passion for motorbikes, however he took a fall from one which left him on crutches for a while.

In November 1986 Thomas left P.J Roche and got a start with Michael Swan from Sallins in County Kildare. This new job involved a lot work in and around Paris and north to the Benelux countries and this time he had a Volvo F10 S ride. These new closer destinations that he was operating to and from were taking him a bit of time to adjust to, as he was previously used to travelling further afield.

In early March 1987 Thomas left home with a load of carpets from Tarkett in Mullingar to the continent. Once tipped he was loaded with plastic and groupage, the majority of which was destined to a factory in Monaghan.

He was booked onto the afternoon service on the 6th of March from Zeebrugge. However due to traffic conditions he missed that sailing and was rescheduled for the evening boat. The evening boat on that service would be the Herald of free Enterprise.





There were a lot of factors which led to people that wouldn't usually travel on that particular service being in Zeebrugge that evening awaiting to cross the channel. The Sun newspaper had run a coupon promotion which when redeemed meant that a day trip to Zeebrugge from Dover would cost a pound. The ship itself had transferred from the Dover Calais Run which it was designed and built for. To allow the ship to load effectively on the ramp in Zeebrugge it had to be trimmed by the bow. This means that ballast was pumped into the tanks to bring the front of the ship down to the level of the double deck ramp. When the ship left the berth it was lower at the front than usual and fatefully, the bow doors were still open. The Boson, whose job it was to secure the doors for sea had slept through the loading operation having put in a long shift. As the doors slid open along the side of the ship rather than a more customary visor, the fact that they were not closed was not visible from the bridge and the ship proceeded to sea. Once the ship had cleared the inner Harbour and built up speed the car deck, which was closer to sea level than usual began taking on water. The free surface effect of this mass of water on an open car deck led the ship to capsize in under 90 seconds. Of the 539 people on board 193 lost their lives. The loss of life would have been much higher but for the fact that the ship came to rest on a sandbank in the channel just outside the mouth of the harbour. A nearby dredger was quickly on the scene to rescue survivors and the Port of Zeebrugge put it's major incident plan into action. The image of the ship lying on it's side was flashed across the world and it led to the end of the Townsend Thoresen brand. P&O who owned the company repainted all he ships into their fleet colours as the Townsend Thoresen logo was forever associated with the herald of Free Enterprise diaster.

There were two other drivers from these shores that evening travelling on the Herald of Free Enterprise. Larry O'Brien, an owner driver pulling for Transcontinental from Rosslare and Billy Cardwell driving for Davy McCulla from Ballygowan. Both of these drivers were highly commended for their brave and selfless actions during the rescue, and their efforts widely applauded. Another Irishman, Tommy O'Reilly missed the sailing and watched the ship depart the quay wall.

Before Thomas boarded the ferry he called home to his mother and told her of his travel plans from Zeebrugge to Dover and then on to Holyhead to Dublin, arriving in Ratoath the next evening.

However fate had conspired against him and his plans for going home would end on the Herald of Free Enterprise. Thomas lost his life when the ship capsized. He was just five days from his 23rd birthday.

To add to the family's heartbreak, Thomas' body was not recovered from the stricken vessel until 27th April. The family's ordeal lasted from 6th March until 1st May when they were able to bring him home and bury him in Ratoath. He currently rests with his Mother, his father, and his sister.

Thomas had a relatively short career driving on the continent, he died a very young man, however he did get to fulfil his ambitions no matter how short the time.



2018 PHOTO GALLERY



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Best of luck to Sean and the show from
Brian Doyle Licenced Haulier



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Scania S.O.S. -Mickey's Legacy

89 D 39708, a P cab Scania 113, was imported by McElvaney's in Monaghan in September 1991 where it was sold to Derek Cox in Virginia. It remained there until 94 when it was traded back in to McElvaney's.

It was then bought by Gypsum in Kingscourt where it was destined to be a spare truck and carry out shunting duties.

Mickey Carolan AKA Mickey Muff (because of where he lived and to avoid confusion with the many Carolan families in the area) was the driver of Scania for three years from 2014 shunting within the Gypsum plant.

The Gypsum factory has a well- equipped maintenance department and all equipment is maintained to a high level, so Mickey availed of this and had the performance of the Scania improved to the extent that it became known as the Blue Beast.

Toner transport from Dublin were awarded the contract for transport from Gypsum and this included shunting duties. It was decided to replace and update the Blue Beast and the lorry was dispatched to Dublin to be exported, only to be reinstated after two weeks as it's replacement blew up.

Tragedy struck the Carolan family in June 2017 when Mickey died in tragic circumstances. Paul Toner from Toner Transport gave the lorry to Mickey's Parents Paddy and Nina. It was taken to Dublin for the lifting gear to be removed and then it was returned to Kingscourt.

Brendan McKenna, a family friend suggested restoring the lorry for Mickey's month's mind. It was to be a memorial to Mickey and used for fundraising for causes at shows and runs.

There then began a well co-ordinated restoration where local businesses and friends and family pulled out the stops to complete the task in a very tight timeframe.

The Crash Centre in Kingscourt was the base for the project, the entrance to the shed was so low that the airhorns and windkit had to be removed to gain access. Thanks to the mechanical care the lorry received during it's time at Gypsum the restoration was mainly concentrated on the bodywork and interior with the engine and driveline in great working order.

The driver's side door pillar and door needed replaced. They were both sourced in McElvaney's in Monaghan in the 'down the hill' department. The replacement door was new but damaged and was taken back in the off-chance it could be salvaged. The damage was actually more easily repaired than was thought and both door and pillar were fitted with ease.

In one week, Paddy (Mickey's father) along with the assistance of Mickey's close friends and burning the midnight oil, was able to have the chassis stripped down and prepped for paint. The bumper was initially thought to require replacement however it was salvaged and made good although it did take a full day to complete.

The seats and bunk were re-covered and the interior revamped, however a memento, in the form of a written date and signature by Mickey from the time the lorry was destined for export, remained in place inside the cab.

Leo Maguire also carried out rewiring of the lights and heater and any electrical repairs that were needed. Brendan and Rocky from McKenna Engineering fabricated the checker-plate for the chassis infill.

The plan was to finish the lorry in the original colours from it's time in Gypsum. Once Autopaints in Dundalk were made aware of the project and the purpose for the restoration they kindly donated the paint.

The paint was applied to the lorry and details such as the stripes that were applied in paint rather than vinyl really helped create the finish. As a mark of gratitude, the Toner name was added to the doors in acknowledgement of the kind donation of the lorry. The finishing touch on the cab was 'The blue Beast' applied onto the grille beside the Scania Badge.

As the lorry was to be used for charitable purposes the fifth wheel plate was removed to allow for a frame to carry a sign board which would carry the logo and posters of any given charity depending on the event.

Next came a set of dura-brite wheels to complete the ensemble and the Blue Beast was all set for it's first public appearance. The final finishing touch was a picture of Mickey himself applied to the bunk window, something that the team insisted be included.

The first outing of the Blue Beast was a SOSAD run which raised €17000.00 for suicide awareness and help for younger people in Ireland which has become all too common. The Scania turned heads on it's arrival at the 2018 CRV show where visitors were able to appreciate the high standard of finish. The next outing was for the make a wish foundation Kingscourt truck, tractor and vintage car run where the Blue Beast led the procession.

The Scania is a fitting tribute to Micky Muff and a reflection of how his passing impacted his close friends and how they rallied around the family to produce a well-recognised restoration which can deliver a message.



Not much headroom



The finishing Touch



Looking Good



Making a wish at Kingscourt 2018



Starting Point



Blue Beast At 2018 CRV Show

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Resurrection Man - 785 FZl

The O'Sullivan family from Feenagh in County Limerick have stood by their man. Since the early 80's, having upgraded from an AEC Mandator, the M.A.N. brand has made up the fleet in it's entirety.

Paudie O'Sullivan first operated a M.A.N. Diesel 16:232, which had served Irish Ropes in Newbridge and was bought from Billy O'Gorman in Naas. The M.A.N. had the unique column change gear set up rather than the conventional floor mounted gear -stick. At the time Paudie had his doubts about buying the truck, despite the fact that it was very reasonably priced, because the dealer MITN on the Longmile Road in Dublin had recently closed so there was no dealer backup available. A lifelong friend persuaded him to take the plunge because of his faith in the German engineered product. The deal went ahead, and it turned out to be a good call. The lorry provided years of trouble-free service and this meant that when it was time to be replaced, the next lorry was an automatic choice. The next M.A.N. on the fleet was a 16:321, which was replaced in turn by a 19:362, and then a 18:403 and finally a 26:414. Throughout his time using M.A.N. trucks, Paudie struck up a relationship with Terry King from Co Down, who was his primary supplier parts.

During his time running the business Paudie decided to seek out and restore a vintage truck. There were no M.A.N units available so he sourced a restored a bonnetted Mercedes 911. This truck did the show circuit for a number of years. While at a show he mentioned to a friend who is a vintage truck collector that he would have liked to have restored a M.A.N. Within eight weeks his friend was able to point him to the Irish Glass Bottle factory in Ringsend in Dublin where there was a possibility of a M.A.N for sale. Paudie made a number of enquiries within the Classic Truck community in the Dublin area. Mick Kelly came back to him with a contact name and number in the

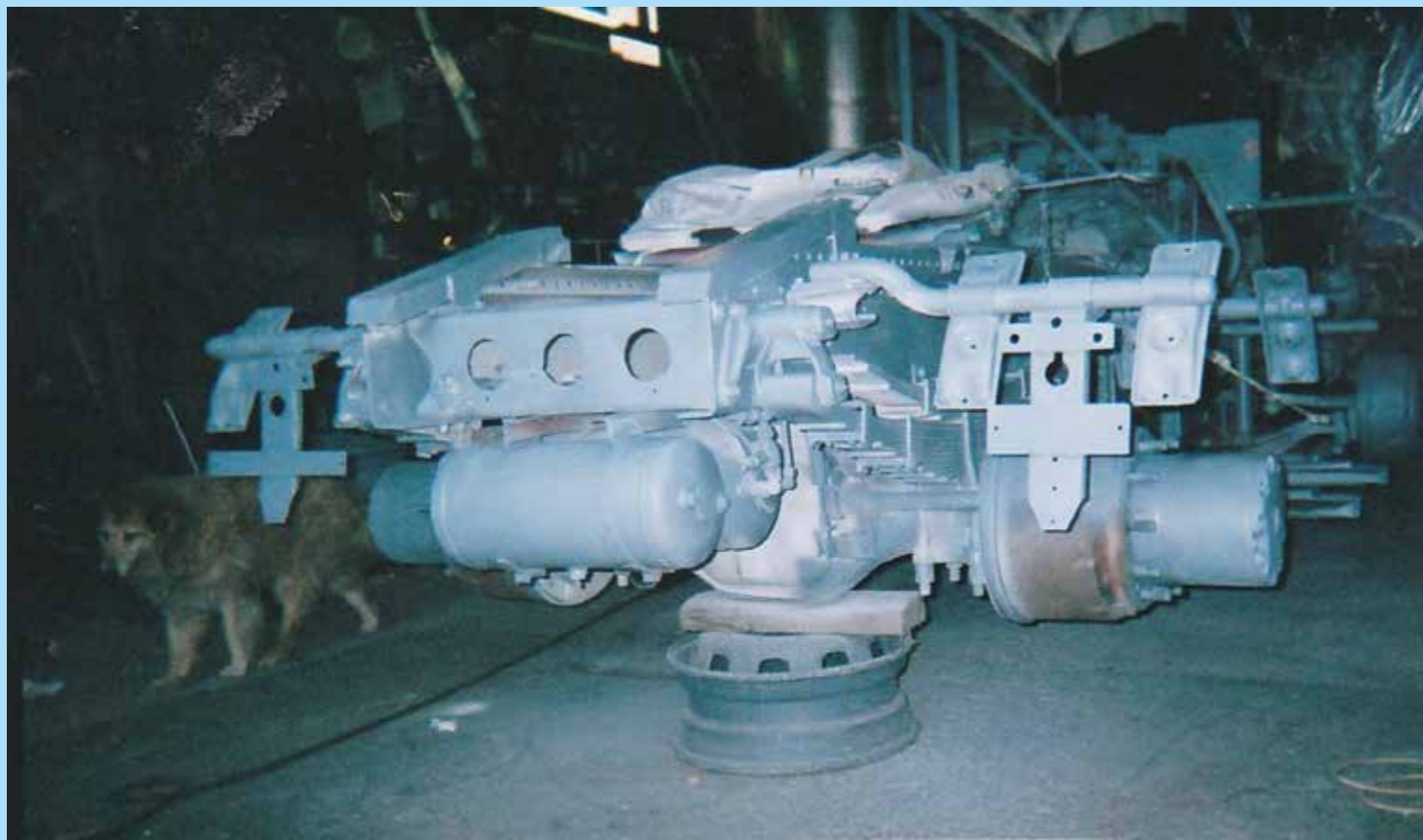
plant. The person in question was Willie Murphy. Contact was made, and a viewing was arranged for two days later.

On first impressions, 785 FZl appeared to be in good mechanical working order. The lorry started, took gears and braked. This is always a good launch pad for any restoration. Unfortunately the same could not be said for the cab. The doors, wings and floor pans had succumbed to the dreaded tin-worm. Once Willie realised that the lorry was earmarked for restoration and not to be scrapped or exported he warmed a little to the project. Paudie on the other hand was aware that these vehicles were particularly rare so a deal had to be done.

785 FZl was manufactured in 1978 and was registered on 01st January 1980 to Irish Glass Bottles. It mainly ran between Dublin and Bushmills Distillery in County Antrim for ten years. It is a 240 naturally aspired, non turbo engine coupled to a 12 speed ZF gearbox and delivered to the wheels via M.A.N's renowned hub reduction rear axle. During it's time at Irish Glass Bottles the lorry was serviced to a high standard, and even after it was taken off frontline deliveries and put on shunting duties it had an engine rebuild. Therefore when Paudie viewed it, he knew apart from the cab it was a good one.

Once the lorry was back in Feenagh the cab was actually worse than he had initially thought. Thoughts of replacement, took over from any thoughts of repairing the existing cab. He searched both Ireland and the U.K. however nothing was turning up. If he had to undertake repairs to the original cab the project's time line would have been substantially lengthened. Having undertaken such a wide search, he came across a rigid 16:170 rigid day cab..... in the next parish.





The basic shell structure of this cab was the same, with differences in the wings and step panels. These differences could be modified, so it was all systems go on the replacement cab plan. The full interior, the wiring loom and the dashboard would have to be used from the original cab. The original cab was stripped completely and components were marked and numbered to assist with installation into the new cab. Once the replacement cab was in place, a local fabricator, Tommy Crowley was engaged to modify the cab so that it would marry to the 16:240 wing and step layout. This was a laborious task as every bracket and mounting had to be adopted to make everything fit. Terry King of King Commercials in Co Down along with his parts Manager Paul Rogan were able to source the more challenging discontinued parts for example a passenger side wing which helped the project progress.

Gerry Cullinane, a haulier from Co Cork who runs M.A.N's was another great source of parts from lorries that he had retired and were still in the yard.

The original fifth wheel arrangement had to be re-instated. When the lorry was on shunting duties within Irish Glass a hydraulic lifting fifth wheel system, like those found on Dock shunters had been fitted to it.

Billy Kiely, a good friend going back many years, and a fellow vintage lorry enthusiast gave great help throughout the project. He undertook the

task of wiring the dash, and ensuring that all the lights were working to name but a few of the jobs he carried out.

The M.A.N was sent to Paddy Brennan to have the chassis blasted and primed. On it's return, Paudie's two sons Paddy and Ciaran rubbed down and prepped the cab for paint. The whole process of fitting, preparing and painting the cab was the single biggest job of the restoration period spanning eighteen months. Johnny Gyer applied the striking paint scheme to the chassis and cab.

The paint scheme was identical to the colours that Paudie used on all but one of the trucks he operated down the years. These colours were in turn based on the scheme used by M.A.N in promotional material.

The sun visor was one that Paudie had given to a friend years ago. It was never used and remained in the friend's shed until it returned.

Initially the lorry had an upright exhaust fitted, however this was deemed to be too noisy and it was replaced with a conventional undercarriage system.

The M.A.N then began to appear on the show scene, and the rarity of the truck, and the eye-catching appearance generated interest immediately. However, Paudie thought that there was a finishing touch missing, and the decorative stripes were added to the bumper, and it's easy to agree that adding the stripes was a good call.

The Dutch Connection – Volvo F88

Eugene Byrne's fascination with trucks began at a very young age. His father ran lorries and drove an ERF himself. Eugene couldn't wait to be old enough to travel in the lorry with his father. However, sadly this was not to be, as his father passed away before Eugene got the opportunity to accompany him on his travels.

Growing up Eugene's memory of his father was never far away and his love for lorries grew as he got older. He loved to see lorries from local firms passing through the area. He recalls hauliers such as Dunnes of Timolin, John Horan, Smullen Transport, Weldon Transport and Byrnes Transport from Killerrig. Lorry activity would have been heightened for the beet season, when every possible resource was pressed into service, even those that had been hibernating in sheds for the best part of the year to draw the beet from the farms to the plant in Carlow.

While travelling to and from school with his mother Eugene spotted a particular F88 in Michael Kelly's yard on his route. This truck became a landmark for his daily journey.

After finishing school Eugene worked on the family farm full time until he was old enough to get his lorry licence at nineteen years of age.

He started his driving career with Dunnes of Timolin, and was given

an F88 as his first truck. 495CZO was workplace delivering Tegral Products from Athy throughout the country among other jobs.

At 22, Eugene decided to take his career in a different direction. He began an apprenticeship as an Electrician. He did however continue to drive part-time, and still does to this day.

The lorry bug remained with him and in 1999 he bought his own F88. This purchase came after extensive searching which brought him to the F88 which was part of his journey to and from school years earlier. DZW 667, was at this time on the Vintage Rally circuit, albeit in the background, shifting steam engines to and from venues.

This F88 was a 290 variant with a 16 speed gearbox. It was supplied new on 05th July 1977 by McCarthy Commercials in Watergrasshill to Michael Kelly of Gurteen, county Kildare. During its working life with Michael Kelly the F88 worked drawing beet, fertilizer and grain around the country.

When Eugene bought it, the lorry was still operational and the cab rot was not as extensive as in some F88's at the beginning of their restoration process. The fact that DZW 667 was still in occasional use meant that it hadn't deteriorated substantially. This is not to say that the project would still command a lot of work to bring it back to show standard.





Having bought the Volvo, Eugene was unable to find anybody in the country to undertake the restoration so in 2005 he decided to send it to a Volvo specialist in the south of England. Over the next two years there was no progress with the restoration. Eugene then visited renowned restoration specialist Leo Bol in Holland, to see if he had any options there. The quality of Leo Bol's restorations convinced Eugene that this was the route he should take. Leo Bol travelled to England and collected the F88 back to his garage.

This was going to be a full nut and bolt restoration. The F88 was stripped right back to two chassis rails. All the component parts including electrical and air circuits were either repaired or replaced so that the rolling chassis would be concours standard. This included removing and separating each spring into individual leaves for blasting and painting.

The cab was taken right back to bare metal, and any panels that were not repairable were replaced. The interior was re-upholstered and all the smallest details were seen to.

This painstakingly thorough restoration lasted three years from the

lorry was collected in England until Eugene was able to collect it. During this time Eugene made a number of trips to Holland to watch the developments of the project. He was impressed by the level of detail that was going to be achieved and it was clear early on that DZW 667 was going to be something special.

The Dutch style is clearly visible in the chassis colour, and the cab paint scheme with all its details is Irish style. The combination of both leads to a stunning example of both an F88 and a restoration project.

Eugene collected it in July, from Leo Bol, and it made its debut show appearance in Assen before returning home under its own steam.

The F88, while primarily a show truck, because of the complete level of restoration of engine driveline and bodywork, it can be found at work occasionally drawing full loads of straw for Eugene's farm.

It has become a regular on the Irish show scene and as F88's become more and more scarce it's great that such an example exists. It is a credit to Eugene's vision and perseverance.

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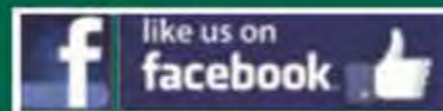
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Events Dates for your diary 2019

Date	Event	Venue
28th April	CRV Classic Truck Show	Dundalk, Co. Louth
4th & 5th	Landudno Vintage Show	North Wales
4th & 5th	Waterford Truck Show	Tramore, Co. Waterford
4th & 5th	KPS Show	Ballymena Rugby Club, Co. Antrim
4th & 5th	Shanes Castle Vintage Show	Co. Antrim
5th May	Ollie Gerrard Memorial Run	Gaughran's Yard, Ballinlough, Co. Meath
18th & 19th	UVCVC 2 day run	
25th & 26th May	Mid Ulster Truck Festival	Gulladuff, Co. Derry
2nd June	Trucking 4 Dad Run	Randalstown, Co. Antrim
8th & 9th June	Full of the Pipe	Punchestown
8th & 9th June	Classic & Vintage Show	Gaydon
9th June	UVCVC Antrim Run	Antrim
15th June	Kilbroney Vintage Show	Rostrevor, Co. Down
22nd & 23rd June	Charleville Vintage Show	Charleville, Co. Cork
23th & 24th June	Kelsall Vintage Show	Cheshire, UK
12th July	Convoy to Cooley	Cooley, Co. Louth
19th & 20th	UVCVC Festival of Steam & Transport	Ballymena
20th to 21st July	Irvinestown Truck Festival	Irvinestown, Co. Fermanagh
4th August	Gowran Festival of Speed	Gowran, Co. Kilkenny
11th August	Moynalty Vintage Show	Moynalty, Co. Meath
11th August	UVCVC Memorial Run	
17th & 18th August	Truckfest	Causeway Coast, Antrim
24th August	Breaker Breaker truck show	Nutts Corner, Belfast
25th August	Dualla	Cashel, Co. Tipperary
25th & 26th August	North West Truck Fest	Milford, Co. Donegal
26th August	Dualla Show	Cashel, Co. Tipperary
7th & 8th September	Retro Show	Gaydon, UK
14th September	UVCVC Co. Down road run	
21st & 22nd Sept	Truck run 4 Katie Ennis	Ennis, Co. Clare
28th & 29th Sept	UVCVC End of season run	
TBD	Paddy O'Kane Memorial Show	Dunloy, Co. Antrim

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▲ ALEX WILKINSON SCANIA 4
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