

SMALL IS BEAUTIFUL

LOW-MILEAGE FIAT 850 RESCUED FROM A COLLAPSED GARAGE





PAGE 4-8 SMALL IS BEAUTIFUL

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PAGE 10-14 BLACK MAGIC

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PAGE 20-25 BACK IN BLACK

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PAGE 26-30 RAY OF LIGHT

Mention the name 'Sunbeam' to any enthusiast of old motorcycles and you will be met with a knowing smile, for the Wolverhampton company are remembered for having built some of the very highest quality machines of the vintage and classic era.

ORIGINALLY PUBLISHED IN ISSUE 46 APRIL 2010

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PAGE 32-37 TANGERINE TOY **RETRO CLASSICS** Magazine

With its polished split-rim wheels, shiny chrome and eye-popping orange paintwork, you'd better be wearing your sunglasses when this Celica RA28 rolls by on a fine day.

ORIGINALLY PUBLISHED IN ISSUE 14 JANUARY-MARCH 2014

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LETTER FROM THE EDITOR



Welcome to Irish Vintage Scene's dip into the archives. In this free online newsletter, we go back in time and pick out some of our readers' favourite features from our fourteen-year history, as well as looking at an event of the past and a fun competition too. To make sure you don't miss any of our upcoming Irish Vintage Scene 'From the Archive' issues, log onto www.irishvintagescene.ie, where you can register your email address with us quickly and easily!

Thomas Heavey

ALSO

PAGE 3 COMPETITION

PAGE 16-19 6TH DURROW VINTAGE SHOW

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who wants to win...



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Volkswagen K70



Identify the car? [\(click here\)](#)

SMALL IS BEAUTIFUL

Words by David Levy, Photos by John Stafford



Classics come in all shapes and sizes, but there's a particular affection shown to the tiny, rear-engined saloons produced by Fiat from the 1950s up to the 1970s. Of these, the 850 was the most commodious, and this highly-original example rescued from a tumbledown garage in the UK shows us its charms.



Eunan's first car was an 850 in the mid-1980s, and the experience led him to tracking down this car as a restoration project in recent years.

From
the **Archives**

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When Fiat announced the release of the 124 Spider in 2016 it signalled a return to a lineage of the Italian car manufacturer that stretched back to the 1950s. Fiat were pioneers in this area, and often covered multiple needs with varied bodystyles built on a single floor-pan. The Fiat 850 was an early example of this industrious adaptability. Developed as a replacement for the 600 back in 1959, an impressive 2,203,380 Fiat 850 saloons rolled out of the Turin production line. The line-up included a sleek Spider, a sporty Coupe and a range of utility vehicles completing the varied model range. A rare car on the Irish vintage circuit now despite their popularity in their day, one of the finest examples this island has to offer resides in Banbridge, Co. Down, in the proud possession of Eunan O'Rourke.

For Eunan, this project was the product of a long-harboured interest in the Fiat brand, and the 850 in particular, as this model was his first ever purchase way back in 1984. A curiosity of the 843cc engine of the 850 was its counter-conventional rotation, which was designed to improve the efficiency of the cooling system. This idiosyncratic Italian design quirk caused some complications for the young enthusiast from Banbridge in the mid-eighties... "I had fitted two new wings and a Fiat 127 engine to it, only to discover that the 127's direction of rotation was the opposite to a Fiat 850, leaving me with a car with four reverse and one forward gears!" he tells us. Despite this setback, Eunan never lost his love for the 850 and even had the foresight to salvage some parts from the wreckage of his first foray into classic Fiat ownership. "After my first 850 was scrapped, the two new wings were saved and these actually proved invaluable when it came to restoring this car" he smiles.

Back to the present day, and Eunan runs O'Rourke Motors in Banbridge, who specialise in vehicle repairs and recovery. After a decade-long search for the right car, a cursory glance through eBay in February 2013 brought just rewards as Eunan finally set his eyes upon a prime candidate. Indeed, he found himself immediately endeared by the originality and extensive history of this little Fiat. "I discovered that the vehicle was bought new by a

Mrs. Dorothy Guest from R. Morgan's Garage in Notts, UK in 1967" he explains. "Mrs Guest and her husband drove it sparingly until 1974, when he passed away. The car was then parked in a garage at the back of their house, and was never driven again until after Mrs. Guest's death, when her nephews discovered it in the fallen-down garage in late 2012." The car was originally advertised for sale on the 1st of February 2013 and, after a period of back-and-forth communication, was finally purchased by Eunan, arriving in Banbridge just ten days later on the 11th of February.

'The metal in these cars is very light, so rust was always going to be an issue'

Prospective owners of the 850 are often warned to purchase with the anticipation of some quiet nights at home with a grinder. "The metal in these cars is very light, so rust was always going to be an issue" Eunan confirms. It comes as no surprise then to learn then that Eunan wasted no time in getting stuck into the task at hand, so much so that by May 27th, just over three months post-purchase, the 850 was reduced to a bare shell and ready for sandblasting by close friend Paul Rafferty. It was then prepped and painted by another friend, Thomas Elliott, who reduced it to primer on no less than two occasions. "I didn't see anything wrong either time, but he is a total perfectionist" Eunan laughs. During the intervening period Eunan spent copious hours trawling the internet searching for parts, eventually sourcing most parts from Italy, America and "literally everywhere in between!"

There were many challenges facing Eunan and his cohort of fellow enthusiasts when this restoration project was undertaken but, perhaps not surprisingly, he concedes that the bodywork posed the most problems. "The bodywork was without doubt the most difficult part, as there was a lot of welding to do" he shrugs. Nevertheless, after two years of painstaking work the 850 was finally fit for duty, and lined out at the Kilbroney Vintage Show in June 2015. "It was taken with lots of pride, I assure you" Eunan beams. The positive reaction the car received at Kilbroney, and subsequent shows in Terenure and the Slieve Donard Indoor Show in Newcastle in 2016, was a testament both to the high standard of the restoration work and to the original design of the little 850 itself.



The interior is a master-class in stylish practicality. Note the durable rubber floor covering, single instrument binnacle and slim, lightweight seats. It's deceptively roomy in there too.

THE RESTORATION...



All of Eunan's mechanical skills were called into action during this project. The first four images show the Fiat as it arrived off the transporter from the UK to his home in Banbridge, untouched for many years and in extremely original condition overall. Unfortunately the strip-down uncovered some rot, particularly in the nose and boot floor, and a thorough sand-blasting soon revealed all. However Eunan was

prepared for this in advance, and before too long the shell was ready for paint, which was completed not once, but twice by a perfectionist friend. Once the mechanicals were cleaned up and replaced, the resplendent little 850 was ready for its first outing, to the Kilbroney Vintage Show near Newry a couple of years ago, along with Eunan's other pride and joy, his late father's unrestored, low-mileage Morris Minor.



The mesh detailing of the front badge gives the impression of a grille to the 850's otherwise blank front panel.



The boot up front, or "frunk" as it's apparently called now, is of a useful shape and size, and could easily swallow a few bags or shopping as well as housing the spare wheel and tool kit.



Dinky little white-wall tyres really add a splash of glamour to the little car.

In 1967 an edition of Road & Track magazine described the Fiat 850 as possessing "one of the handsomest, best-balanced designs ever seen on a small car." When one considers that the body of the 850 is, in reality, an aerodynamically-improved version of the 1955 Fiat 600, the enduring appeal of the 850 becomes all the more remarkable. It is a design which could be best described as satisfyingly proportioned, light and tidy - in keeping with the driving characteristics of the vehicle itself. Surprisingly roomy inside, the tiny, almost feminine, pedal configurations encourage a delicacy of touch that does not suit some drivers. "I love owning and showing the 850 but, as my family say, I'm too big for a wee car!" Eunan laughs. In fact, the 843cc engine (again based on the old 600) is smooth and responsive, and quite durable with routine maintenance.

There is nothing about the Fiat 850 that is unreasonable. These cheerful and entertaining little cars are as desirable today as they ever were, and to the untrained eye share some of the same visual quirks as some of their British or French cousins.

*'I love
the 850,
but
I'm too big
for a wee
car!'*

Indeed, Eunan is also the proud owner of another luminary of mid-twentieth-century small car icons. "I also own my late father's Morris 1000, which I took to lots of vintage shows" he states proudly. "My father bought it in 1986, seven years before he passed away in 1993; it has 23,000 miles from new, is totally unrestored, and is my pride and joy." Never one to rest on his laurels, Eunan's love-affair with 1950s flair looks set to continue with his next acquisition. "My next project will be an Austin A40 Somerset coupe, which hopefully will be started in the coming months" he smiles.

At a time when the automotive industry faces a somewhat uncertain future, and small-engined petrol cars are once again fawned over at forecourts nationwide, it is worth recalling the words of Merkel Weiss, President of the Rear Engine Fiat Club, speaking about the Fiat 850: "It is funny how we are now striving for 40-plus mpg hybrids, and yet these cars got that and were also sporty, fun to drive and looked good." Sometimes the future lies closer to home than you think...



The four-cylinder, 843cc engine is water-cooled by a radiator mounted alongside, cooled by the fan visible on the upper right here. Given adequate maintenance it runs coolly and reliably.



Although fundamentally similar to the smaller-engined 600 under the skin, the 850 boasted a neat notchback body and increased performance. Eunan's left well alone with this little design gem, and held back on adding any modifications or non-original equipment.

1967 FIAT 850 SALOON – Quick Spec

Years Produced: 1964 to 1973

Body Type: Unitary-construction two-door saloon

Engine: Water-cooled 843cc four-cylinder OHV

Transmission: Four-speed rear-mounted transaxle

Front Suspension: Independent with transverse leaf-spring

Rear Suspension: Independent trailing arms with coil springs

Power Output: 37bhp

Top Speed: 78mph

THANKS...

"Paul Rafferty, Thomas Elliot and, of course, my family."

CONTACT

O'Rourke Motors, Banbridge specialise in vehicle repairs, servicing and recovery, and can be contacted on 028 (048 from Rol) 40671648 or via their website at www.orourkemotors.com.

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BLACK MAGIC

Words & Photos by Andrew Pollock andrew@irishvintagescene.ie



From
the **Archives**

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Gerry (left) and his brother Ken, with the help of Gerry's son Brian, have done some fantastic work here and have engineered a very nice conversion indeed.



Despite Harry Ferguson's pioneering work in the area of four-wheel-drive systems the technology was never applied to some of his most famous designs, such as the TE20 tractor; that was, until Gerry Marmion came along.

Harry Ferguson is famous in different engineering fields for a number of reasons. He is known in agricultural circles for his invention of the three-point implement linkage, plus his range of lightweight tractors, he is noted in aviation circles for being the first Irishman to take off and land in this country, which he did using an aircraft of his own construction, and last but not definitely not least he is known in automotive circles for his pioneering development of four-wheel-drive systems, particularly in relation to high performance and racing cars; the first ever four-wheel-drive Formula One car, the Ferguson P99, was driven to victory in a 1961 race at Oulton Park by Stirling Moss, and the Jensen FF (for Ferguson Formula) became the first four-wheel-drive high-performance road car upon its launch in 1966. That Jensen paved the way for today's 4WD cars, and 4WD has become a common fitment to many everyday models as well as sports and supercars.

Of course, four-wheel-drive isn't all about speed and cornering; its effect on off-road traction has long been noted, although it has only entered really widespread use in the last thirty years or so. Even though Harry Ferguson had an interest in both tractors and four-wheel-drive, perhaps puzzlingly he never put those two things together; it was to be in the red giant Massey Ferguson era before a tractor bearing the Ferguson name received a driven front axle. However, in an unassuming garage near Dundalk, Co. Louth a couple of years ago a project was embarked on that would surely make Harry proud, and would complete what he hadn't done himself. Gerry Marmion is an avid tractor enthusiast, and has been involved in a couple of tractor projects over the years, but during the restoration of this TEA-20 he decided to do things his own way. Now, after some hard graft and head-scratching he has turned out not only one of the most distinctive, but one of the best-finished tractors we have seen in a while. When Irish Vintage Scene came across the black 20 at a recent show we just had to meet up with Gerry to find out more about its story.

The most obvious change from standard, apart of course from the coach-black paintwork, is the four-wheel-drive conversion, complete with grippy traction tyres up front. The axle is in fact from a Series 3 Land Rover, but it certainly didn't just bolt up to the front end, as Gerry explains "a lot of stuff had to be changed, like the front axle mount, and we had to take seven inches off the width of the axle and half-shafts." A very neat job indeed, close inspection reveals that the ends of the original axle have been modified to accept heavy steel sections, which in turn are used to mount the driven axle. A propshaft then runs back under the left-side of the tractor, to a power take-off at that side of the transmission. This is done in such a way as to appear like a factory job, but a whole lot of work has obviously gone into these components. Essentially a new 'sandwich' section has been constructed to fit between the gearbox and rear end, which contains a stretched

driveshaft with chain sprockets; these allow a heavy chain to drive another sprocket, which is mounted under the driver's left foot inside the extended casing, and it is this that drives the propshaft to the front wheels. Gerry tells us that the calculation of the correct gear ratios between the front and rear axles took a bit of thought, as engineering practice indicates that the best traction results from the front wheels running a fraction faster than the rear wheels under power. These calculations had to be assessed taking into account the size of the front wheels, as this would too affect the gearing; these in fact started out as Benford dumper wheels, which are fitted with sixteen-inch tyres from a modern garden tractor. Freewheeling hubs have also been incorporated into the front end for normal road use, as it was considered the most convenient way of disengaging the drive to the front axle; otherwise, a lot more fabrication would have had to gone into devising a system to split the front drive from the rear.

The more you look at this tractor, the more you notice something different. For instance, the rear mudguards are in fact 35X items, which feature truck marker lights front and rear which sit under extra top panels also fabricated by Gerry. The PTO control lever has been moved to the right hand side (for reasons of space inside the rear end dictated by the new chain-drive), and the driver's access steps and foot-plates are all unique items made just for this tractor; their beefy appearance certainly fits in very well with this 20's off-road theme. Moving to the rear linkage reveals another surprise, as a hefty ram has been added to the hydraulic system in order to give the standard three-point setup a bit of a hand; this ram utilises the standard pump housed in the axle casing under the driver's seat. Speaking of the seat, this has been taken from a Ford 3000 and gives a level of comfort that the original 'pan' couldn't match. A number of components have also come in for the attention of the chromer, which look great against the straight black paint.



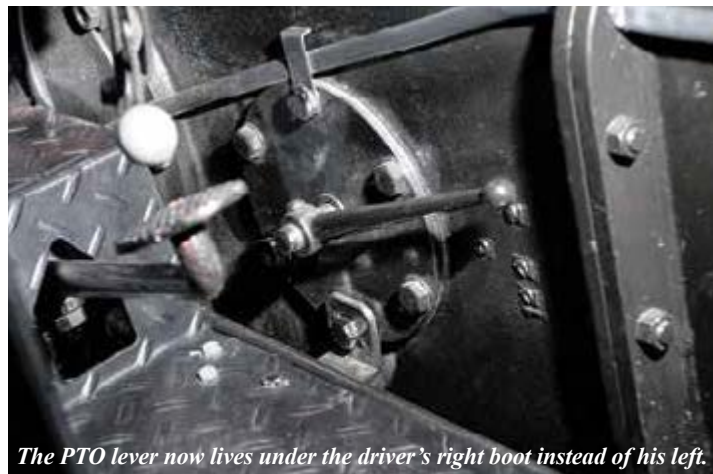
Front hubs are freewheeling items adapted from their usual Land Rover application.





Driven front axle and taller tyres give the little Fergie a lot more presence than usual.

FERGUSON TE20



The PTO lever now lives under the driver's right boot instead of his left.



Hefty extra ram augments the usual hydraulic system at the rear.



The appearance of the 35X mudguards is totally altered by these new top-plates and marker lights.



The deadline for finishing this unusual project was set as being the first Ferguson show at Harry's old homeplace in Dromore, Co. Down, and incredibly this was achieved, meaning that it was completed in only seven months. Although it's far from standard and might upset some purists of the model, it certainly went down well with the crowds that day and has continued to do so since. Its unusual colour (which was chosen by Gerry in memory of one of Harry's very

first tractor designs, the Ferguson Black) stands out in the usual line of greys, and all of the work has been done to perfection by Gerry, his brother Ken and his son Brian (who applied the stunning paint job). Gerry reports that the conversion operates very well, although he tells us "it's a little underpowered, and you feel the extra weight of the axle when you come to a hill. You'd have to step down a gear when a wee 20 would just push on". Whether it's your cup

of tea or not, you have to admit that it's some eye-catcher, and sure enough, on the morning of our shoot a number of complete strangers stopped at the side of the road where we were taking the photos to have a closer look. A stunning and ingenious machine, it shows how the TE20 tractor might have been developed in the sixties if the newer models hadn't come along; as an inventor himself, we reckon Harry would be proud of this black beauty.



There's a lot of neat fabrication in this shot alone; the adapter plate sandwiched between the gearbox and axle looks almost standard, and a tidy inspection plate has been incorporated into the chain cover.

A stunning and ingenious machine, it shows how the TE20 tractor might have been developed in the sixties if the newer models hadn't come along; as an inventor himself, we reckon Harry would be proud of this black beauty.

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Words & Photos by Andrew Pollock, andrew@irishvintagescene.ie

6TH DURROW VINTAGE

Last year's Durrow Vintage Show was the first to be held away from its original home beside Durrow Castle, and the organisers were concerned that the change of venue might affect the show's popularity. Their worries were to prove unfounded however as the event was

absolutely packed with both exhibitors and public alike, and it was certainly one of the most memorable of the entire 2007 show season. Twelve months later, anticipation was running high for the 2008 event; the organisers, Durrow Vintage

Club, had been busy addressing the teething problems that had arisen with the new site first time round, and to their credit this year's proceedings ran like clockwork. The site's location on the main Dublin/Cork route could have meant traffic disruption galore, but thanks to lots of forward planning and the involvement of the Garda Síochána an ingenious lane system meant that getting into, out of and around the site was a

doddle for the most part, with minimal disruption to passing traffic; a good thing too, as the flow of exhibits through the main gate was pretty much constant throughout the day, and even included half a dozen steam engines. Gracing the Irish Vintage Scene stand was Bill Ryan's DKW Junior, and this diminutive piece of Irish motoring history got plenty of attention. The sheer number of exhibits in attendance (around 600 in total) meant that it was a full day's job to get around to seeing everything, and despite the bitterly cold wind everyone we met was having a great day out. The autojumble was one of the best we have seen in a long while, with all kinds of useful bits and pieces finding new homes by the end of the day, and the awards ceremony wrapped up the sixth Durrow Vintage rally nicely. Well done to the winners, and also to the organising committee as we're sure their designated charity, the Durrow branch of Meals on Wheels, will be very grateful for the funds generated by the event.



This steam engine resting outside Bob's Bar in Durrow on the morning of this year's show presents a rather timeless scene.



SHOW APRIL 20TH 2008



The Kilkenny Motor Club created a stir when their huge convoy of classics arrived en masse.



Martin Keelan pilots Eamonn McAleenan's fine 1911 McLaren 8hp onto the site.



Eric Leahy (centre) with Danny and Eamonn Kirwan, who had brought along their '48 and '50 High Nellie Fordsons for the day.



Johnny Tobin and Les Purcell with a 1967 Commer Carrier fire tender which saw service in the Graignamanagh/Freshford area.



The bright yellow Escort RS2000 of Victor Hayes was one of many stunning retro Fords in attendance.



Mini pickups have become a rare sight, especially in this condition.



(L-R) Pat Hogan and Gus Murphy with DKW-buff Bill Ryan, who has found the makings of his next project, a 1955 DKW motorbike.



Surely the most elegant vehicle at the event was Michael McCormack's fabulous Rolls-Royce Phantom, built in 1927 and still going strong.



Durrow always attracts a good number of early bikes; this sidevalve 350cc AJ's belongs to Brendan Cowan, and is a 1925 model.



The RWD Opel crew were out in force, and had some great cars on display.



The 1925 Ford T truck of Noel Kavanagh was the earliest commercial at the event.



We haven't seen a Fiat 132 in a long time, let alone two parked next to each other! Both GLS models, the orange car is a 1600 and the yellow is an 1800 automatic.

PRIZE WINNERS AT DURROW 2008



Editor Tom Heavey (left) presents the Irish Vintage Scene-sponsored 'Visitor's Choice' award to PJ Lawlor from Leighlinbridge, after his '48 Prefect received the most votes from the public on the day.



Eamonn McAleenan (left) from Sheelagh, Co. Louth receives a trophy for his 1911 McLaren 8hp road locomotive from Austin Ryan of the Durrow Vintage Club.



Seamus Malone took two-wheeled honours with his gorgeous 1975 Norton Commando



Paddy Looby from Johnstown took the early tractor prize for his 1917 Titan 10/20. Paddy also had a 1919 and a 1921 example on display, and parked together the three Titans certainly made an impressive sight.



Thanks to the immaculate 1974 County 1164 in the background, owner Kieran O'Donoghue from Mitchelstown went home with the late tractor award.



Paddy Brennan from Castleconnell won the trophy for 'Best Commercial' for his impressive 1966 Mack R600.



Patrick Wright and 'Touchy' the dog took a trophy home to Robertstown, Co. Kildare for their fine 1929 Austin 16.



Con O'Mahony from Kilkenny scooped a prize for his stunning 1954 Riley RME.



The very attractive 1915 Amanco 3hp of Ivan Binions won the stationary engine category.

OUT & ABOUT AT DURROW 2008



Name: Peter and PJ McCormack.
Where are you from? Moate, Co. Westmeath.
What do you have here today? This Canadian 1978 Freightliner 530hp.
Any other projects? A Ford F350 pickup.
Are you in a club? The Midlands American Auto Club.
Money no object, what would you buy? An old Peterbilt or Mack.



Name: David Brennan.
Where are you from? Tullow, Co. Carlow.
What do you have here today? A 1977 Mercedes 450SL.
Any other projects? I'm currently working on a Wolseley 4/44 restoration.
Are you in a club? The Carlow Vintage and Classic Motor Club.
Money no object, what would you buy? A Mercedes 300SL Gullwing.



Name: Sean Cronin.
Where are you from? Fermoy, Co. Cork.
What do you have here today? A 1948 Massey Harris Pony, which was built in Canada.
Any other projects? I've eight more tractors.
Are you in a club? The Fermoy Avondhu Vintage Club.
Money no object, what would you buy? A truck to transport all my tractors!

*Historic lorries under the high-tech new
wind turbine at Country Crest.*

BACK IN BLACK

There are classics and there are classics, but the Guinness brewery is nothing short of a legend as this year it celebrates its 250th anniversary. To mark the occasion we met up with a truck enthusiast with a special interest in the Guinness brand

Words & Photos by Andrew Pollock andrew@irishvintagescene.ie



From
the Archives

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Paddy with his son John, a man with both Guinness and haulage in his blood

Ireland is known as much for its love of alcohol as it is for its scenery, poets and scholars, and one Arthur Guinness did more for that reputation than perhaps any other. Now known all over the world, Guinness' ales were first produced in Leixlip in 1756 after the entrepreneurial young Arthur was left £100 in his godfather's will. The fledgling operation proved such a success that Arthur took steps towards expansion, resulting in his move to the now famous St. James' Gate site, the four-acre brewery off James' St. in Dublin 8. The terms of the lease were somewhat generous, and enough to make a present-day estate agent cry; a term of 9,000 years at a rent of £45 per annum, including water rights! Contrary to popular opinion the formula and style of Guinness changed and evolved over the years, although one might have to be either a brewing expert or seasoned alcoholic to decipher the differences between the various ales, stouts and porters in their back-catalogue. Even though Guinness is affectionately still referred to as porter, in fact the company produced their last porter in 1974 after a 196-year run, and have concentrated on stouts to the present day.

A quarter of a millennium is a long time to anyone, except perhaps astronomers, and so it is no surprise that a fair few vehicles have been needed over the years to transport Arthur's tippie far and wide. Brewing is a haulage-intensive industry thanks to the sheer weight of the liquids involved and the need for widespread distribution of the product throughout the network of pubs. While horses and drays were the staple transport for a large portion of Guinness' history, the mechanisation of the 20th century meant that trucks became more and more prevalent. Unsurprisingly, a business on the scale of Guinness has required a massive fleet of trucks over the years, and although several different liveries have come and gone, they have all featured the Irish coat of arms; the harp of Brian Boru.



All liveries feature the Irish harp with great prominence and pride.



Paddy gets stuck into the TK during restoration.

This symbol is very familiar to Paddy Donovan, who by his own admission has some Guinness running through his veins; being the son of a driver in the Guinness Transport Department he grew up with a fascination with trucks, and specifically Guinness trucks. "Every time I saw a Guinness lorry approaching I would tell my friends and hope that my dad was driving it" he remembers. "It would pass by in its unique livery of navy cab, big gold harps, red chassis and red and silver wheels, and we would wave at the driver and helper. If we got a beep or a wave back, I would be made up." Road transport was calling strongly to young Paddy, and soon he had a job helping the local milkman complete his rounds on a horse and cart. Although he loved the work, one of the highlights

for him was getting to look at the milk lorries each evening as they finished up in the yard, and at the age of 18 Paddy passed his HGV test and got behind the wheel himself. Somewhat fittingly, he started out working for a company which was contracted with Guinness to deliver kegs, becoming the same driver he used to wave at in his youth. Becoming an owner/driver in 1986 after his purchase of an ex-Bass Brewery '79 Bedford TK cemented his career in the haulage industry, and although he subsequently moved on to bigger and more modern machines, he kept with him the love of the old brewery trucks he remembered in his youth.

The collecting bug bit when Paddy started to collect Guinness liveried model trucks,

rail cars, dray wagons; anything that bore the golden harp. Today, that collection has reached 300 items and still grows. However, this hobby soon spread to somewhat larger collectables... "I got the chance to buy the last Bedford TK tractor unit with automatic coupling, the last of its type that came into the country and the only one at the time to be still operating" Paddy explains; "I remember Guinness operated these trucks in abundance for city and county deliveries, and they were one of the last companies in Ireland to run them as shunters to the rail-head at Heuston Station." As the TK is of the kind he remembers from his childhood, it is perhaps the most nostalgic of all of the trucks in his collection, but the others are pretty special too...



Bedford TK tractor and trailer an example of a highly popular truck for Guinness over the years.



AEC MARSHAL WRECKER

This AEC Marshal is a tough-looking recovery truck, but this wasn't always the case. Bought new by Guinness in 1972 as a flatbed, it was put on keg deliveries at the Waterford Store until the advent of the Bedford artics. It was then returned to St. James' Gate, where it was modified to replace their existing breakdown unit. To this end the chassis was shortened by six feet and a fifth-wheel coupling was added, along with a Holmes FW-20 fifth-wheel wrecker unit to allow it to recover broken-down lorries. For the many years that followed it served the company well in this capacity, and was especially useful for recovering Bedford

trailers with the old Scammell coupling which had a tendency of leaving the tractor unit on hard corners! Amazingly, the AEC was still on Guinness' books in 2009, which must surely make it the latest-working AEC in the country, if not this side of Europe. To boot, it still retains its original, old-style livery, making it the last truck to leave the company wearing their first colour scheme. Having worked hard for its keep it is now in Paddy's ownership, and will be coming in for some TLC over the foreseeable future to preserve its historic position in Guinness trucking history.

Unsurprisingly, a business on the scale of Guinness has required a massive fleet of trucks over the years, and although several different liveries have come and gone, they have all featured the Irish coat of arms; the harp of Brian Boru.



"It features a second 'dead-man' brake on the passenger side for use by the driving instructor."

BEDFORD TL TRAINING VEHICLE

The little black rigid, CSI 637, is a Bedford TL1000 which was bought new by Guinness in 1982 for delivery work, and it worked for the brewery all the way up until 2003. This makes it a rather special truck; the last Bedford to work for Guinness, marking the final phase of a long and illustrious relationship between the two companies. "The reason that this truck lasted so long with Guinness was because it was also the designated training vehicle" Paddy explains. "It features a second 'dead-man' brake on the passenger side for use by the driving instructor." To make it even more remarkable, the truck had been with Guinness for so long that it wore no less than four different liveries during its career, which Paddy suspects is unique in the company's history. As we finished our photoshoot I learned that this truck was heading directly from there for a full restoration, so we can't wait to see the finished product up and about soon.

Irish Vintage Scene would like to thank Michael Hoey for the kind use of his Country Crest premises in Lusk, Co. Dublin for our photoshoot.



This TL features a unique brake setup to give the instructor some control over the trainee on the road.

This TL has worn 4 different liveries, including Furstenberg; remember that?!



Park Lane tanker a rarity, along with the prototype F6 up front.

VOLVO F6 PROTOTYPE

This 1983 Volvo F6 is a unique machine, as it was built as a prototype brewery delivery truck for evaluation purposes. Due to the early eighties closure of the Bedford truck concern, who had long been a specialist in the field of brewery trucks, the Brewery Transport Advisory Committee entered into talks with Volvo in an effort to come up with suitable replacements. As Volvo didn't have a model for the job, this F6 prototype was built featuring the smallest wheel rims available running on low-profile tyres, along with a four-airbag rear axle; two of these were for suspension purposes, while the other pair cleverly allowed the ride height to be dropped right down for safe unloading during deliveries. Guinness were impressed, but by the time they got around to putting in an order the equally-suitable new Volvo FL6 had been launched so the F6 plan was abandoned, making this example a real one-off. Indeed, this resulted in a bit of an obstacle when Paddy came to restore it, as he couldn't find any old photos of it in order to copy the original livery; after a

lot of searching he managed to track down the man who originally applied the signwriting, who had been so happy with the truck's subsequent appearance that he had taken a few snaps of his own. These were gladly scrutinised by Paddy, so now the Volvo looks as it did in 1983.

The tanker fitted to the rear of the truck is a suitable one, as it is also rather special in its own right. "I noticed this tanker in the Guinness yard around the time I was restoring the Volvo" Paddy explains; "it seemed to be in the same place for some time, and I discovered that it had come over from the Guinness Park Royal Brewery in London. After that brewery closed, the trailer was up for disposal and so I was able to purchase it." The single-axle tanker still features its original Guinness UK livery, and is thought to be the only surviving example with that livery. One thing is for sure, it makes the perfect accessory for the F6.

APPEAL FOR INFORMATION

As you may have gathered by now Paddy is a fountain of knowledge on the history of Guinness haulage, and his enthusiasm for the subject knows no bounds. With that in mind, he would love to hear from anyone out there who has ex-Guinness vehicles or equipment, as well as any information or old photos concerning everything up to and including horse-drawn wagons, steam lorries, electric delivery vehicles, rail stock and even ships and barges; in short, anything that carried either the Guinness name or the Guinness product at any stage. We at the magazine think it's great that the transport history of this iconic Irish success story is being searched out and documented, so if you can help, get in contact with Paddy by email on patjdonovan@eircom.net, or give him a ring on 01 8405616 or 086 2571644.

250TH ANNIVERSARY DISPLAY

The upcoming Fingal Vintage Society Annual Show on the 26th of July will feature a special display of Guinness vehicles to celebrate Guinness' 250th anniversary. Paddy will have his collection there, along with other ex-Guinness vehicles from the Howth Transport Museum; a Ford Thames Trader tipper, a four-axle Albion rigid, a Morris ambulance and a Lister truck. Paddy would be delighted if more ex-Guinness vehicles could attend, and he extends a welcome to the owners of any such machines to get in touch with him for more information on the event. If the last few years are anything to go by, the 2009 Fingal Vintage Show will be a real biggie, and comes highly recommended as a fantastic day out whether your interests lie with cars, tractors, trucks, steam or whatever. Irish Vintage Scene will once again be there in force, so be sure to mark the 26th of July in your diary. For more details, see the event advert elsewhere in this magazine.

RAY OF L

MENTION THE NAME 'SUNBEAM' TO ANY ENTHUSIAST OF OLD MOTORCYCLES AND YOU WILL BE MET WITH A KNOWING SMILE, FOR THE WOLVERHAMPTON COMPANY ARE REMEMBERED FOR HAVING BUILT SOME OF THE VERY HIGHEST QUALITY MACHINES OF THE VINTAGE AND CLASSIC ERA.

Words & Photos by Andrew Pollock andrew@irishvintagescene.ie



From
the Arch

ORIGINALLY PUBLISHED

LIGHT



lives

IN ISSUE 46 APRIL 2010

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Real quality never comes cheap, and in the ruthlessly value-based motor industry any manufacturers that place integrity over price instantly put themselves out on a limb, a limb from which many fine marques have slipped over the years. When engineer John Marston began manufacturing motorcycles in 1912 as a spin-off from his engineering business and bicycle factory, his perfectionist nature was unwittingly leading him onto such a limb; even by then his bicycles, christened 'Sunbeams' by his wife, were acknowledged by many as being some of the very finest on the market, incorporating such features as fully enclosed chains in their own oil-bath. Even the Sunbeam car company, which split off from the two-wheeled wing in 1905, had an unorthodox but highly intelligent approach to the manufacture of its cars.

Unsurprisingly, Marston's motorcycles were to follow in a similar vein. After starting out using proprietary sidevalve JAP engines, like many others, Sunbeam soon offered their own single-cylinder engines in the common capacities of 350cc, 500cc and 600cc. However there was nothing common about the motorcycles themselves as, with their fully-enclosed chains, high-quality, low-slung construction and black colour throughout with subtle gold striping, they cut quite a dash, and quickly became known as a machine for the gentleman rider. Competition successes in the Isle of Man TT also did nothing to damage the marque's reputation for excellence.

However, the high cost of the machines and their development put an inevitable strain on the company's purse, and following the Second World War the concern was sold off to an organisation that would go on to form the chemical giant ICI, and in 1937 was sold off again to Associated Motor Cycles. Under AMC's ownership Sunbeam almost disappeared from view, but a new lease of life was offered by BSA's buyout in 1943. Under BSA, Sunbeam offered two new models, which were markedly different to the previous machines; this was because they were modelled on WW2 BMW bikes that the Allies had encountered during the conflict. As a result they shared no real lineage with their ancestors, but nevertheless the typical Sunbeam innovation and attention to detail was allowed to shine through.

Although most of Brendan's other bikes could outstrip the Sunbeam in only first gear, he has nevertheless fallen for the old S7's charms.



The first of these new Sunbeams was christened the S7 and, as the rear end was a plunger-sprung shaft-drive system based on the BMW design, a twin-cylinder inline engine was developed. This system shared a lot with automotive practice, as the engine and gearbox were in unit with each other, the cylinder head featured an overhead camshaft, and the engine 'hung' in the frame on rubber blocks, with further rubber 'nubs' limiting engine movement at its lower front corners. Unusually fat tyres front and rear combined with a complex, suspended saddle gave great comfort, and all cables and wires were routed inside the handlebars to give an uncluttered appearance. The S7 was undoubtedly a fine bike in both styling and engineering terms, but it was expensive and again failed to light up the sales charts, and so in 1949 some of its more expensive components were scaled back to form the S7 Deluxe, while a new model was offered alongside it, the S8.

Of the two machines, BSA perhaps placed most faith in the less ornate S8 to turn Sunbeam's fortunes around. Instead of the Sunbeam plunger front end it was fitted with

conventional BSA forks, while a simple sprung saddle replaced the S7's complex original. The wheels and tyres were of more modest dimensions, which helped the S8's performance capabilities, and that coupled with its lower price meant that it appealed to more riders. However, a few styling flourishes and design tricks were left in place to satisfy enthusiasts of the marque, such as the fabulous aluminium Art Deco silencer, the stylised air-cleaner housing, upward-hinging rear mudguard and high-quality paintwork. The S8 saw Sunbeam in pretty good stead, with nearly 8,500 of them built up to 1956. Sadly, this was to be the last motorbike produced by Sunbeam (excluding a scooter trying to revive the name in the early sixties), and BSA sold off all parts and pressings at this point.

In the realm of vintage and classic motorcycles, Sunbeam machines are held in high regard thanks to their quality construction, attractive styling and relative rarity, particularly so the early singles. However the later inline-twins are also in scarce supply at events around the country, so when Brendan Dunne got in touch with the magazine last year with some photos of his restored S8, we just had to find out more.



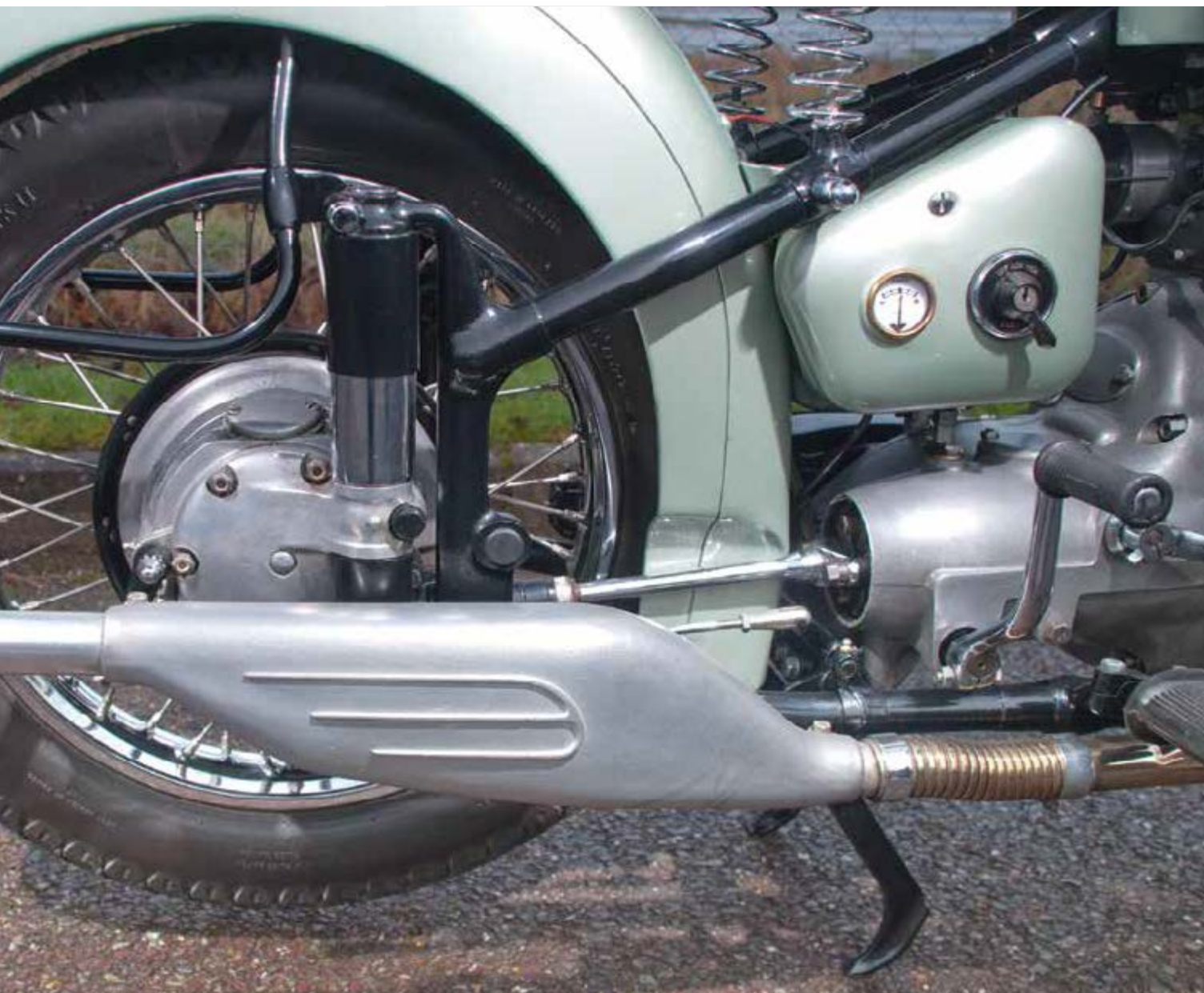
The aluminium silencer is a fabulously stylish piece, and also valuable as it is one of the only parts now unavailable from specialists. Note also the plunger rear end and, of course, that unusual shaft-drive arrangement.

DURING RESTORATION



These two shots show the S8 coming together nicely; getting a project into paint is always a great milestone.

BRENDAN'S ADMITTEDLY LIMITED EXPERIENCE WITH OLD BRITISH MACHINES LED HIM TO ELECT TO HAVE THE MAIN BULK OF THE TECHNICAL WORK DONE BY A PROFESSIONAL IN THE FIELD. IT'S CLEAR THAT HE FOUND THE CORRECT SPECIALIST IN UK-BASED CHRIS ARMOUR, A RENOWNED RESTORER OF SUNBEAMS; THE S7 HE RESTORED JUST BEFORE BRENDAN'S S8 WAS DONE FOR NO LESS THAN EWAN MCGREGOR.



Between the floods, snow and rain it was to be January 2010 before we managed to call to Brendan's home in Rochestown in Cork, but once we clapped eyes on the S8 in the metal we knew it was worth waiting for. The silver/green paintwork is stunning in our opinion, a refreshing change from the usual sombre colours found on bikes of this era, and works with the chrome, alloy and black details far better than one would think. Brendan is a long-time bike fan, and while his Sunbeam shares its garage with more modern high-performance motorcycles from Italy and Japan, he had been on the lookout for an older Sunbeam for a while, leading to him buying the machine you see here. "I'm not really an English motorcycle enthusiast," he explains, "but I had put the word out that I was looking for a flat-tanker as a project. Instead I found out about this. It wasn't what I was looking for, but when I heard about its history I knew I had to take it."

It turns out that this bike has a well-known past in a very specific part of Dublin. Registered ZJ 8301, it was bought new in Dublin in the early fifties by Shay Wolfe, proprietor of the well-known bicycle shop Wolfe Cycles on the Sundrive Road in

Kimmage. It proved to be a bit of a local landmark in its time spent parked outside the shop window, and in subsequent years it went to a number of enthusiastic owners, all within that area of Dublin. That was, until Brendan entered the frame about six years ago. By that time the bike had lain in storage in various places for many decades, and although it outwardly looked fairly sound and complete, the reality couldn't be further from the truth.

"It looked like it was all there" Brendan laughs, "but for example the carburettor was just a shell as all the internals were missing, the wheels were rusted out, joints were gone on the driveshaft, and the engine was shot." The bike's condition dictated that many parts would need to be replaced, plus the engine and transmission needed a rebuild; Brendan's admittedly limited experience with old British machines led him to elect to have the main bulk of the technical work done by a professional in the field. It's clear that he found the correct specialist in UK-based Chris Armour, a renowned restorer of Sunbeams; the S7 he restored just before Brendan's S8 was done for no less than Ewan McGregor.



Inline two-cylinder OHC engine is fascinating, and very attractive thanks to those sweeping exhausts and teardrop air-cleaner; Brendan tells us the carb's proximity to the downpipes can lead to evaporation on occasion, one of the bike's few design flaws.



Side-mounted Lucas Altette horn was synonymous with this model. This one was nickel-plated by Brendan's neighbour Paul Kelly, who did a fine job.

Chris also works closely with Stewart Engineering, the leading supplier of Sunbeam parts, and so Brendan's decision was not a difficult one. With the part-stripped Sunbeam slotted into the rear of his hatchback Saab, Brendan and his late father-in-law Joe struck off for Chris' UK HQ, and once it was there it didn't take too long for the magic wand of restoration to be waved. The engine was fully reconditioned with a new camshaft and all bearings, the transmission was brought back to life, the unusual little distributor was rebuilt, plus the myriad of small, fiddly but very important other tasks that make up such a project. What Brendan collected from Holyhead port months later was a very different machine, still in a state of disassembly but with the end in sight. With the panel paintwork completed by Ger Conlon in Cork (using a sample of the original colour found intact inside the headlamp bowl), the bike could be reassembled and the finishing touches applied.

It might be a couple of years since it was completed, but this S7 hasn't lost any of its impact today. After sorting out a few teething problems like a leaking carb float, and tuning the electrics to perfection for easier starting, the bike now runs very well indeed, and Brendan reports that there is nothing nicer than taking it out for a fifteen-mile spin on a fine summer's evening. "I can't really take any credit for it, as Chris did all the detail work on it" he tells us modestly; "The way I look at it I saved it, and got it back to original condition, so I'm only like the custodian of it now. I'll pass it onto someone else when the time comes, but only to a proper home, to someone with a genuine interest in it." Well said, that man. In all likelihood you could count the number of original Irish Sunbeams using your fingers, so it is great to see such an old survivor preserved for the enjoyment of all that lay eyes on it.

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renovation of Brendan Dunne's Sunbeam*



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Words by Andrew Pollock, Photos by Carl Czanik



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GO TO RETRO CLASSICS



Brendan is a long-established Toyota fan, and has restored a number of them over the years.

With its polished split-rim wheels, shiny chrome and eye-popping orange paintwork, you'd better be wearing your sunglasses when this Celica RA28 rolls by on a fine day.

The RA28 Celica is one of the most desirable classic Toyotas of all, particularly in 2000GT form like this. It's not hard to see why.

At the risk of sounding like a character from Father Ted, do you mind if I ask you what your favourite colour is? Specifically, on a car? If you looked at the humdrum modern cars that drone along the motorways all day you'd be forgiven for thinking that everyone's favourite colour is a varying shade of silver or grey, but thankfully the classic and retro car owner seems to have a brighter palette in mind. I'm always amazed by the difference in colour between a photo of a classic car show field and one of a supermarket car park; the latter could almost be in black and white in comparison, as there are pretty much none of the yellows, oranges, purples and bright greens that were commonplace in the sixties and seventies. It's all just gone so safe now, with people more afraid of affecting their car's resale value than actually picking out the colour they like on the manufacturer's colour chart...

Along with their old-school styling, bright chromework and relative mechanical simplicity, loud colours are just one way that retro cars proudly differ from their modern counterparts. Brendan McCormack's dazzling orange '77 Celica is a perfect case in point. Driving this thing down the road today is the equivalent of sticking up two fingers at modern manufacturers and the silver Euro-boxes they insist on pumping out. "It does attract a serious amount of attention" Brendan laughs, but it's not the kind of eye-rolling, 'how much did that cost' attention that a new Porsche or Lamborghini will invite. No; it's a far more positive attention than that, the kind that makes people laugh, smile and point, whether you're a little kid or a sixty-something. Rather than going home jealous that there are guys out there that can drop €200k on a Ferrari, this car will brighten up your day and remind you of those good times when a sleek RWD fastback with a chunky set of tyres and an FM radio was all you needed.

While RWD Japanese classics of all kinds have really been enjoying a massive resurgence in popularity over the last ten years or so, fuelled to a large degree by drifting culture it has to be said, there are certain models in that genre that are more admired than others, and the first-generation Celicas are certainly some of those. Launched in 1970, the initial models were all coupes, and were heavily influenced by American styling cues, as was the norm for several Japanese manufacturers at the time. There was a clear reason for this too, as the US was a hugely-important market for cars like this which, despite their sporty styling and performance, were pretty economical and so able to tap into the ever-increasing awareness for fuel economy in the years leading into the 1973 Suez oil crisis. Four-cylinder 1.6- and 2-litre engines were available in various states of tune, along with four- or five-speed manual gearboxes too, and in typical Toyota fashion the cars were light, lively and easy to drive, making them a hit with housewives to wannabe racers. A facelift in 1974/'75 introduced further engine options, plus the addition of a fastback hatch to the line-up alongside the coupe, and although it's almost a cliché at this stage the latter really was a serious nod towards the early seventies Ford Mustang with its three-slat taillights and very flat rear window.

Brendan McCormack's example is one of these 'mini-Mustangs', a 1977 RA28 example to be exact. Real Toyota buffs will be able to decipher that model name, but to the rest of us it indicates that the car is a 2000GT, featuring a twin-cam eight-valve two-litre under the bonnet. The efficient Yamaha-engineered cylinder head, paired with a pair of twin-choke 40mm Mikuni-Solex carbs slung to the side, means the unit is good for over 125bhp in standard form, which endows the light coupe with plenty of go. As a result, Brendan's left the mechanicals of his one largely standard.

This car isn't exactly a flash in the pan for Brendan; the man lives and breathes classic Toyotas, and he has restored a Ke20 Corolla and a Celica ST in the recent past. He even tried to buy the car on these pages previously, seven years ago, but couldn't raise the cash at the time. However, having spotted it for sale again in late 2012 he didn't let it past him a second time, and duly pounced on it. As it had been fully restored there wasn't a whole lot that Brendan had to do to the car; however there was plenty that he *wanted* to do, first and foremost being a colour change from the previous burgundy, which didn't float his boat at all. The decision to change the colour was made fast, meaning that the exterior of the car was stripped to the bare metal only a matter of weeks after he'd bought it! This car is clearly a keeper for Brendan, and so there was plenty of care lavished on the metalwork before it was smothered in the new bright orange paintwork, an industrial RAL colour, in Christmas of that year.



Black Raceland seats are a modern upgrade that don't shout too loudly about themselves.



A beefy sound system has been fitted as unobtrusively as possible so as not to spoil the largely original interior.





The 2000GT model was blessed with a 128bhp eight-valve two-litre twin-cam with dual twin Mikuni/Solex carbs. This one has only been mildly upgraded, but runs and sounds great.



The styling cues picked up from the late sixties/early seventies Ford Mustang are pretty obvious from this angle, but that's no bad thing!

During the refit Brendan decided to further make the car his own by adding a few choice bits, most notably a set of 14-inch SSR split rims that were ordered in from Japan at more than a little expense. Measuring 9 inches wide up front and a whopping 11 inches at the back, with a bulging 205/50x14 Toyo on each corner, these beauties really give the car a pumped-up posture that suits its "mini-muscle-car" character to perfection, the highly-polished rims ensuring that you need your Ray-Bans on when looking at this thing in the sun. The sparkling exterior chromework has wisely been left in place too, supplemented only by a discreet black GT stripe above each sill. When slipping the engine back under the bonnet it was treated to some orange detailing to tie in with the exterior colour. A heat-wrapped four-branch manifold, Pipercross air filter and a custom exhaust system were also added at this time to provide an extra bit of performance, but a lot of extra auditory pleasure! The interior has also been subtly enhanced with a pair of Raceland reclining bucket seats and a chunky steering wheel from an MR2, which Brendan reckons is essential as the Celica has no power steering for turning those meaty tyres. An extensive sound system has also been fitted as discreetly as possible.

Since its completion early last year this Celica has drawn a crowd wherever it appears. It's not only on the show fields either, as Brendan likes to use the car as often as possible; as I write this, it's just returned from a road trip to Donegal for a Toyota show way up in Frosses! With trademark Toyota reliability, drop-dead good looks and a fun driving style this 2000GT really ticks the boxes better than most, and we're sure that Brendan will continue to tweak and improve it further in the coming years; that is, if he can stay away from his other Celica ST, or his AE86, or his Corolla Ke20... Like I said, he's got the Toyota bug bad...



Measuring in at 11x14-inch, the rear SSRs are the definition of "fat"! We love the period Toyota centre-caps too.



Heat-wrapped four-branch manifold frees a few extra horsies.





The GT has plenty of instrumentation to back up its sporty image. Note the later MR2 steering wheel, which keeps it in the family.



With twin forties and a custom exhaust, you don't need to guess how good this mill sounds when Brendan plants the shoe.



Thanks...

Brendan would like to thank Chris Clarke of AA Autobodies in the Boyne Business Park, Drogheda for the excellent spray job and his endless patience, and also Mark 'Kittens' Kierans for all the time and effort he put into the car. Retro Classics Magazine would like to thank Jim and Anne O'Reilly for kindly providing the location for our photoshoot.

CLUB MEMBERSHIP

Brendan is a member of both the Irish Toyota Classics Club and the Boyne Valley Automobile & Motorcycle Club; for information, look them up online on www.irishtoyotaclassicsclub.webs.com and www.bvamc.ie.



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