

ONE-FAMILY COROLLA

LOW-MILEAGE KE20 HAND-ME-DOWN





PAGE 4-8 TOYOTA RESURRECTION

While most of us haven't been lucky enough to know our great grandaunt, young Gavin Treacy was. What's more, she passed down to him her beloved Toyota Corolla, which she'd bought new in 1976. This month we bring you the proud result of its recent restoration.

ORIGINALLY PUBLISHED IN ISSUE 112 SEPTEMBER 2015

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PAGE 10-14 IN THE GREEN

All Massey Fergusons are red and grey, right? Not this one, a factory industrial model prepared in Green for Kent County Council in England in 1962.

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PAGE 22-25 FLOUR POWER

This stunning Dodge K-series 500 worked from new at the Odlum's Flour plant in Sligo, but lay unloved in a field for many years until its restoration two years ago.

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PAGE 26-30 JAPANESE STEEL

When it comes to classic motorcycles there are more than just Triumphs, Nortons and Guzzies. We have been asked in the past why we don't feature more Japanese bikes; they are, after all, hugely popular, both the current models and the classics. A large percentage (if not the majority) of the Irish bike-loving public are past or present owners of Japanese bikes, from the humble Honda 50 to the screaming Suzuki Katana.

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PAGE 32-36 HILLBILLY HAULER RETRO CLASSICS Magazine

After the runaway popularity of our last cover feature on the air-ride '55 Chevy pickup we've decided to bring you another 3100 model, this time a far more sweet and subtle '54 that goes to show that these iconic vehicles don't need much changed to look cool.

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LETTER FROM THE EDITOR



Welcome to Irish Vintage Scene's dip into the archives. In this free online magazine we go back in time to pick out some of our readers' favourite features from our fourteen-year history, as well as looking at a fondly-remembered event from the past, and a competition too. We will notify you every time each new 'From the Archives' becomes available, and will email you a convenient link to this free read, so you'll never miss an issue. Thanks for reading,

Thomas Heavey

Thomas Heavey, Managing Editor.

ALSO

PAGE 3 COMPETITION

PAGE 16-20 6TH FINGAL VINTAGE SOCIETY ANNUAL SHOW

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ADDRESS:

UNIT D, GROUND FLOOR,
CARRAIG LAIR SHOPPING CENTER,
ORANMORE, CO. GALWAY, H91 KV8K

EMAIL:

THEOFFICE@IRISHVINTAGESCENE.IE

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TOYOTA *Resurrection*

Words by Norbert Sheerin, Photos by Andrew Pollock

While most of us haven't been lucky enough to meet our great grandaunt, young Gavin Treacy was. What's more, she passed down to him her beloved Toyota Corolla, which she'd bought new in 1976. This month we bring you the proud result of its recent restoration.



The Toyota name sends reverberations through the corridors and caverns of power in the modern motor industry. When it comes to cars in the more affordable ranges, like the Corolla, it's hard to ignore their popularity. After all, the Corolla toppled the VW Beetle from its envied position as the world's best-selling car ever (albeit by nameplate, not by single model). The Corolla featured here is a 1976 model from that same stable of famously reliable steeds that galloped through the paddocks of motoring history, leaving hoof marks for others to follow. Our story is one of dedication, commitment and recognition of the importance of how a car can keep alive a rich personal memory of the past.

It's every young man's dream to own a car, and that first car will be special and remembered forever. However, as the years pass and newer, more modern models are acquired, the first one may recede into the mist of memory, but nevertheless still holding its place as being the first and the best. The history of the immaculate Toyota Corolla gracing these pages is unique, and central to the car's story is its current owner, Gavin Treacy. Gavin is insistent that this Toyota, his first car, would never fade from his memory; in fact he was deeply committed to ensuring that it would be fully restored to its former glory, regaining its rightful place in his family's history.



Even though he's only 21, Gavin had still been waiting some 13 years before he finally got to drive his Corolla heirloom.

From
the **Archives**

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The happy saga started in 1976, when Gavin's great-grand aunt Kathleen Stephens took delivery of the latest model Toyota Corolla two-door saloon. The car spent most of its working life in Dun Laoghaire, where Kathleen was a school teacher. For the next twenty years or more it registered very low mileage, 43,000 to be exact, whilst being driven carefully around that area until it was laid up. Later, Gavin and his family were visiting his great-grand aunt, who had retired by then, and she requested that the car be taken out of storage and brought to Co. Galway. Then, much to Gavin's surprise, she bequeathed the car to him, suggesting that he could be the sole owner once he was of driving licence age. Gavin was seven years old at the time, and one can only imagine the sheer elation that he felt on that day, being given his first car. But, later was to come the realisation that he would have to endure that interminable delay before he could drive it. He wondered if he would ever see the day; how magnified the expanse of time seems in the mind of the young.

In 2001 the car, whose 1.2-litre engine was running fairly well considering its age, was driven by Gavin's father, Tom from Dublin to be stored in Gavin's grandparents' shed for a short period of time. Later that year however, the car was moved outside due to a house sale and change of ownership of a property. For the next five years the Corolla remained exposed

to the elements before being moved into storage again in 2006. It was only then that serious consideration could be given to the restoration of the car. A carefully-planned methodology was what was required then - no shortcuts, just a planned programme of fruitful activity that would present desirable results. And so began the painstaking, loving restoration of a car that was once so much part of a family unit.

From the very start Gavin was totally committed to the project, but when the first steps in the restoration commenced he realised that he wanted nothing less than it being like the day it left the showroom. Pure perfection was the standard both Gavin and his father adopted, and under their strict set of criteria anything less was unacceptable. The first phase was to totally dismantle the car, and working from the inside out the interior was totally stripped, with each nut, bolt, clip and handle being carefully labelled, identified and stored away in a dark area to avoid fading. Conscious always that this exercise of dismantling would later need to be performed in reverse, attention to detail now would pay dividends. After all, who would want an unscheduled DIY incident at the end of the process, with a number of abandoned, unidentified pieces lying forlornly on the workshop floor? The same procedure followed for the exterior of the car as the lamps, indicators, badges, mirrors and trims were all carefully labelled and stored away for the final reassembly.

The restoration project then went into slow mode, with the team of two taking time to advance the work whenever opportunities to do so presented themselves. Over a five year period work on the Corolla's outer panels continued in a piecemeal fashion; in hindsight that portion of the work deserved such a timeframe to ensure that attention to detail was never compromised. This work was continued by Gavin's uncle Terence Treacy, who, as a qualified panel beater, has a garage where preparatory and final paint work could be completed in a controlled environment. As was anticipated, all metal parts had suffered over the years, with rust visible on all sides. Replacement front wings were difficult to source, but a pair were eventually located in Portugal and shipped to Galway. Initial sanding and patching continued, but whenever a section needed final preparation prior to the application of primer, glass blasting was chosen over sand blasting as the agent of choice as Gavin felt it was less likely to cause damage. He felt that sand blasting tended to negate some of the preparatory work done, whereas glass blasting, sometimes referred to as bead blasting, tended to be less invasive. After blasting each area was sanded down prior to four coats of primer being immediately applied, followed by the bodywork getting two final coats of white, restoring the car to its original colour. All of the plastic trim including the front grille had a special plastic paint applied.

THE RESTORATION

The first few images here were taken not long after the Corolla was moved back to Galway from its previous home in Dublin. As you can see there was a fair amount of rust in evidence, with the bonnet and wheelarches being particularly poor. However the bit was really put between the teeth in 2013/2014 with the sourcing

of two new wings in Portugal. After patching other afflicted areas of the body it was primed and painted in the original white at Gavin's uncle's bodyshop, and after careful reassembly the sprightly Corolla made its debut at the Durrow Vintage Show in Co. Laois, but only after a memorable first drive by Gavin.





Above: Fuel cap is hidden beneath a hinged trim in the C-pillar.

Left: The unburstable little 1,166cc OHV 3K engine still has less than 45,000 miles on it, and only needed a basic service to be returned to reliable duty.



The black vinyl interior is entirely the car's own original. Even the factory radio blanking plate is still present in the dash, as a radio was never fitted.



The KE20 was the model that really saw the Corolla hit the big numbers, becoming the best-selling car worldwide by 1974.



The original dealer sticker has been recreated for the rear screen.



As the bodywork phase was drawing to a close the temptation is always to rush the work in order to get the car back on the road after so long. Gavin, however, didn't fall into that trap; his attention to detail remained unwavering. With the original engine fitted, fuel line in place, battery fully charged and all connections made, a small amount of petrol was poured into the carburettor through the air cleaner to hopefully ensure an easy start. Instantly the engine responded and started, even after such a long break. Fuel for this '76 Corolla needs to be modified nowadays, and so an additive has to be introduced to the modern unleaded petrol each time the tank is topped up. And, as was initially intended, the car now looks almost the same as it did when it left the showroom in Dun Laoghaire almost forty years ago. Apart from the window rubbers, the tyres, the bonnet, the two wings and the door mirrors, all of which were replaced, everything else is original, even down to the number plates. Whenever Gavin enquired from a supplier if they could provide an exact set of replacement plates the reply was always the same - they could do something similar. Not satisfied with this, Gavin approached his uncle, who came up with the solution of painting the original worn plates black and, when dry, applying a heavy duty industrial sheet of coloured vinyl. Then the outline of the slightly-raised letters and numbers were cut out of the vinyl, almost like a stencil in reverse.

When the full restoration was completed the Corolla was almost like a shrine to Gavin's great-grand aunt's memory, even down to the retention of the tiniest details - the original window cloth she used for clearing condensation and a religious badge she always had with her. At vintage shows, which Gavin attends regularly, the car becomes a conversation piece, re-awakening old memories in those who stop to admire it. They may remember one of these Corollas as their first car, or indeed recall with nostalgia one purchased by their parents. There were times throughout the restoration project (and particularly towards the end) when Gavin felt that the final day would never arrive, when he could finally turn the key and drive the car for the first time. But, of course, the day did eventually arrive, loaded with emotional anticipation and quite unlike anything he had ever felt before. He treasured that moment, feeling that it could never be repeated. But, in some strange way it has remained constant, deeply embedded within his subconscious, and now, whenever he turns the key, that same sea of emotion and memory comes flooding in. "Growing up over the years watching it rust and rust, to finally get it restored like new is a dream come true" beams Gavin in closing. "It's a rare car, and I will mind it for the rest of my life."

1976 TOYOTA COROLLA KE20 – Quick Spec

Years Produced: 1970 to 1976

Body: Unitary-construction saloon/estate/van

Engine: '3K' 1,166cc overhead-valve four-cylinder

Output: 56bhp

Transmission: 4/5-speed manual or 3-speed auto, RWD

Front Suspension: Independent McPherson-strut

Rear Suspension: Leaf-sprung live axle

THANKS...

"I want to thank my father, Tom for his patience and hard work throughout the restoration, my uncle Terence for all his panel beating and paintwork skills, but most of all the woman who left me her car, my great-grandaunt Kathleen Stephens (RIP)."



CLUB MEMBERSHIP

In January 2015 Gavin and his father established the Loughrea & District Vintage Club, which already has 33 members. Tom is Club Chairman and Gavin is Secretary; for further information on the club and their events, call 087 9748583.



With the exception of the front wings and bonnet the Corolla's main metalwork has survived the years, albeit with plenty of attention during the restoration.

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IN THE GREEN

A green Massey-Ferguson tractor is shown from a side-front perspective, parked on a grassy field with yellow dandelions. The tractor has a large rear tire and a smaller front tire. The Massey-Ferguson logo and '554' are visible on the side of the engine compartment. The background shows a line of trees under a cloudy sky.

From
the Archives

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MAIN: A green Massey Ferguson certainly isn't something you'll see every day, especially one that was actually produced by the factory in that shade.

RIGHT: Jim has put a lot of care into this restoration in order to get the details just right. Note even the fanbelt cover visible in this shot.



ALL MASSEY FERGUSONS ARE RED AND GREY, RIGHT? NOT THIS ONE, A FACTORY INDUSTRIAL MODEL PREPARED IN GREEN FOR KENT COUNTY COUNCIL IN ENGLAND IN 1962.

Words & Photographs by Andrew Pollock andrew@irishvintagescene.ie

As any classic tractor fan will know, great change came to the agri-machinery industry in 1957 when the last version of the iconic 'grey Fergie' finally bowed out. The diesel FE35, better known by many as the copper-belly Ferguson, was replaced late in that year by the Massey Ferguson 35 following a re-jig of the parent company, giving birth to the red and grey colour scheme that has become synonymous with Massey Ferguson tractors ever since, right up to the present day in fact. On paper at least, all MF models produced after 1957 were red and grey in colour, but there were a select few that were released into the world with different shades applied. These were the industrial models, and the vast majority were yellow in colour, but there were some that sported more unique colour schemes.

The 35X on these pages is one such anomaly, which was built in 1962 and prepared in the Massey Ferguson factory on special order for Kent County Council in England, as part of a batch of three to four other machines. While almost all such county council tractors in the UK were yellow, Kent went its own way with a dark green, as did another county up north near the Scottish border. Like all factory-built 35X industrials, the chassis/serial number begins with a J to mark it out from the others, and other differences it bears from its agricultural brethren include a foot throttle

and a cast segment surrounding the throttle lever. Delving further into the serial number, the J is followed by N and M, indicating a Perkins diesel-powered model with a dual clutch, but without the optional differential lock or the later Multi-Power system.

Having served its time working with the Kent County Council, no doubt working a compressor at road works or towing the odd trailer, the little green 35X passed into private hands and was, unsurprisingly, painted in the conventional red and grey colours in order to make it more saleable. It also made the transition from England to Ireland at some stage in the past, although the circumstances of this are unknown. Having been bought as a farm tractor by the brother in law of current owner, Jim Hassey from Templemore, Co. Tipperary, it eventually passed into Jim's ownership about five years ago. Although the engine and gearbox were in great condition given that they hadn't endured the rigours of farming life for too long, the steering, brakes and other systems sadly hadn't fared so well. The bodywork also left something to be desired by this stage, as can be seen by the 'before' photo in this feature, being composed of little more than a bare fuel tank, radiator and a pair of rotten mudguards. However Jim had long been intrigued by the green paint visible beneath the flaking grey, and knew the tractor was possibly something out of the ordinary.





This was Jim's starting point. As you can see, the tractor was well-worked and was minus almost all of its bodywork, but the all-important green colour is visible on the gearbox.

After purchasing the tractor Jim put it safely in storage for about three years, but in October 2009 work began in earnest, with a clear deadline being chosen; the local St. Patrick's Day parade the following year. Given the poor outer condition of the tractor and the fact that Jim would only be able to work on it at night, this was quite an ambitious target to set, but undeterred the project was swung into action. The first stage was obviously a stripdown to inspect what was needed, and Jim soon realised that, despite the engine and gearbox being in good health, practically everything else on the tractor needed attention or replacement. "Everything you see on that tractor is new, even the lift arms" Jim explains.

Thankfully the parts supply for the 35-series Fergusons and Masseys is excellent, and all components were convenient, if not cheap, to source. Some of the few original pieces left are the wheels, which came up well after a spell with the sandblaster. Having had the entire machine blasted, Jim could see better what he was dealing with and began the task of rebuilding the brakes, steering and hydraulics, as well as the myriad of other jobs such as rewiring, replacing fuel lines and fitting new instruments and controls. Although relatively straightforward tasks, when you add them all up there's a lot to get through, especially in the five/six month time frame Jim had set himself, so there was no time wasted.

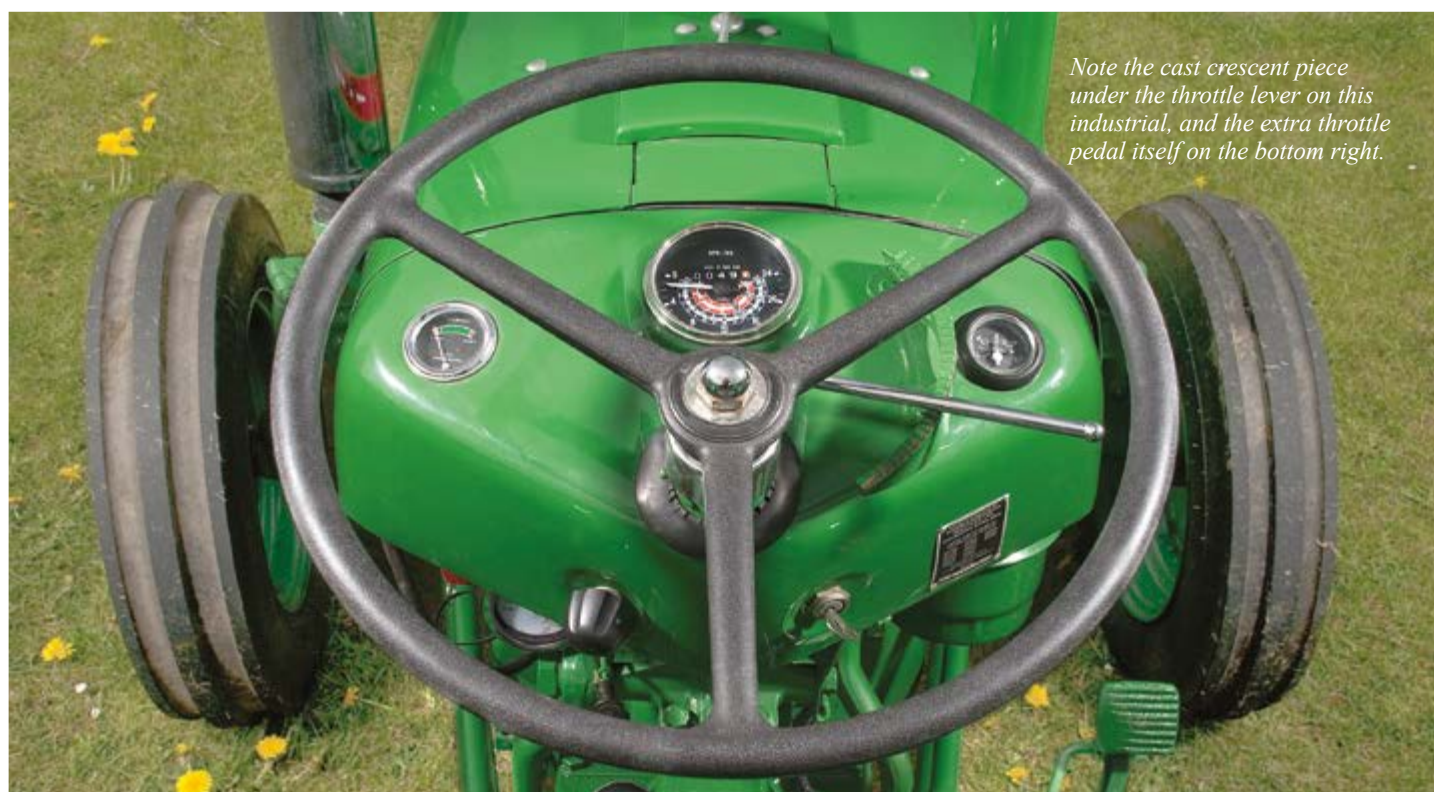


The 35X ran for only two years before the introduction of the 135, which would carry MF's small tractor range into the seventies.

Having been well-treated in its first post, this tractor's engine and transmission were in great shape and have remained untouched internally. The same can't be said of the rest of the vehicle, however!



GIVEN THE POOR OUTER CONDITION OF THE TRACTOR AND THE FACT THAT JIM WOULD ONLY BE ABLE TO WORK ON IT AT NIGHT, THIS WAS QUITE AN AMBITIOUS TARGET TO SET, BUT UNDETERRED THE PROJECT WAS SWUNG INTO ACTION.



Note the cast crescent piece under the throttle lever on this industrial, and the extra throttle pedal itself on the bottom right.



Coming up to the end of the build, the search for the correct paint colour became an issue. Keen to reinstate the 35X to its industrial guise, Jim managed to get in touch with Kent County Council on the matter; however, despite being as helpful as they could, they couldn't supply Jim with a paint code as they explained that the tractors were prepared fully by Massey Ferguson themselves, including the application of the new green paint. Following several unsuccessful attempts to get in touch with MF, Jim decided to bite the bullet and did his best to match up the colour by eye, which we have to say turned out very well indeed. As with many of us restoration enthusiasts, the final topcoats of paint were the only aspect of the project left to the professionals, with all other parts of the build being handled by Jim himself.

Following a busy number of months in the garage, this highly distinctive Massey Ferguson did indeed make its Paddy's Day debut, when it triumphantly rolled out with Jim's fellow members of the Thurles & District Vintage Club. Indeed, it didn't stop there, and made many appearances around the country at other events where Jim tells us it got a lot of attention and stimulated plenty of debate as to what the tractor's story was. There's no denying that it certainly stands out in the usual sea of red and grey Masseys, and we at Irish Vintage Scene are delighted that such an unusual industrial 35X has been restored to such a high standard, in order that it will be preserved for future generations to enjoy.



The tractor's debut at Jim's local St. Patrick's Day parade in 2010 was something to be savoured after so much work.

Thurles & District Vintage Club

Jim is an active member of the Thurles & District Vintage Club, which was formed in 2001 to promote the collection and restoration of all types of vehicles and memorabilia from times past; for more details on the club, see their website at www.tdvintage.com.

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Pictured with all six Triple-Does taking part are (L-R) Derrick and Eileen Hockley, east-coast FFA rep. Bob Mullen, Angela and James Hardstaff and event host Michael Hoey.

FINGAL VINTAGE SOCIETY INCORPORATING THE 2008 FFA EXHIBITION

One of the worst-affected by last year's woeful weather, the 2007 Fingal show had to be postponed until the end of September, and even then the rain proved a major threat. Twelve months later, with the weight of the Ford & Fordson Expo upon its shoulders, the Fingal Vintage Society must have given more than a few offerings to the sun gods to ensure the event's safe passage; whatever they did, it certainly paid off as the show was an absolute scorcher in every sense. Words & Photos by **Andrew Pollock**, andrew@irishvintagescene.ie



The '41 Ford Ferguson 9N of Paul Brannigan from Newry is an attractive tractor.



The Ford 7610 of Michael Hoey, which is fitted with impressive reversible Ransomes ploughs front and rear. The operation of this 'push/pull' machine was demonstrated by John Baggaley throughout the event.



1: Big turbo-powered Fordson Major lifts the wheels in the tractor-pulling heats.

2: Kieran O'Donoghue accepts the trophy for 'Best County' from Peter Godwin of the FFA for his mint 1164, seen in last month's issue of *Irish Vintage Scene*.

3: The 1943 Fordson N Standard of Robert Hickey is a well-finished machine.

4: These Dunlop Type-51 front wheels aren't the only unusual feature of Wilbert and Stephen Robinson's 1941 Fordson N; it is also equipped with a full 3-point hydraulic linkage.

CIETY ANNUAL SHOW EXPO 26TH & 27TH OF JULY 2008

As usual the bill was packed with static car, commercial, oil-engine and motorcycle displays as well as plenty of live action in the form of tractor and steam ploughing (competitive and non-competitive), threshing, harvesting by combine and reaper/binder and, of course, the spectacular tractor-pulling arena.

However, this year's hosting of the Ford and Fordson Association Expo provided an added dimension to proceedings. The first time that the Expo has been held outside of the United Kingdom, it proved to be a roaring success; the display of Ford and Fordson machinery was jaw-dropping, both in quantity and quality. As anticipated, the demonstration of the unorthodox push/pull Ford ploughing system by ex-Ford demonstrator John Baggaley drew plenty of interest, as did the once-in-a-lifetime sight of no less than six Triple Doe Fordsons operating in the ploughing arena! This spectacle of a dozen Major skid-units in close proximity to each other was something to be savoured, and with all twelve exhaust stacks roaring in unison you could almost sense the global warming effect!



John Daly with his winning Major, which is a 1947 model with a 1950 Perkins P6 conversion and Ransomes 3-furrow plough. The stunning machine is a worthy winner; well done to John.



Jimmy Cotter and Ned O'Rourke were promoting the Newcastle Vintage Club Field Day at the event with Jimmy's unusual 1954 Ford 640 petrol, which is due to receive a full restoration in the near future.



The Ford 3000-based Mailam 3055 CF of William Marley had come all the way from County Durham, and is a real beauty.



The half-track E27N of Andy McMinn from Tyrone was another standout machine.



Hailing from Co. Kildare, Dick Fornstal's 1956 Major Crawler is a County conversion.



This 1959 Ford 851 Diesel belongs to Ger Rochford from Co. Wexford, and scooped the award for 'Best Post-1938 US Model.'



This tough pair looked ready for anything! Both belonging to Eugene McKeever, the one on the left is a 1973 County 774 while the other is a 1972 Major Highlander.

A sea of blue Fords surrounded the FFA marquee.



Elsewhere in the venue the special FFA marquee was proving another big hit with the public; packed to the rafters with rare and intriguing machines and incorporating a hospitality area, video presentation area and a merchandise stand, it was the perfect place to get some respite from the glorious sunshine outside. Surrounding the marquee was a sea of (mostly) blue, with around 460 Ford and Fordson tractors and derivatives on display; one could easily lose oneself in row upon row of Henry's finest. A lively award ceremony at 4:00pm on the Sunday rounded off the Ford & Fordson Association proceedings nicely, and well-done to all winners; a list of first-place winners in each category can be found below.

Of course, there was a lot more to the event than Fords, and the various other tractor marques were also very-well represented; see the photos for more. While we have concentrated on the tractor side of things in this report, fret not; tune in next month for our round-up of the car, motorcycle and commercial displays from this year's Fingal show.

More pictures in our gallery section on www.irishvintagescene.ie



The orange Fordson era was well-represented by Tomás Cantwell's '38 example.



One of several County Super-4s at the event was this '64 owned by David Crothers from Larne.



The expansive working areas gave plenty of scope for working your machine, or simply relaxing in the sun with friends.



Rodney Getty's '44 Standard N heads up a line of similar brethren.



The 1958 Ford 601 Workmaster petrol of Robin McCaughey was restored last winter, shortly after its importation from the US.



This scene from the Sunday working area looks more like something Roger Hamlin would send us from down under; it's hard to believe this is north County Dublin!



Check out these great, period-correct acetylene lamps fitted to Bernard O'Gorman's 1918 Fordson MOM.



G. Marmion's Ferguson 20 stood out for 3 reasons: it's black, it has a Land-Rover based 4wd conversion, and it is utterly stunning in every detail.



Martin Keelan's ex-feature Dieselross shared the Fendt stand with this tasty Porsche 996 racecar, which is campaigned by Mark Gilmartin in the Irish Porsche Open Challenge.



The Ford thousand-series was well-represented at the event, and the standard was extremely high overall.



This clever 'before and after' display of County's brought a smile to our faces.

FIRST-PLACE WINNERS IN EACH CATEGORY JUDGES' CHOICE: JOHN DALY

Best '29 to '45 Fordson N: Margaret Badham
Best E27N: John Daly
Best Dexta: Ian Boylan
Best '51 to '64 Major: Mr. & Mrs. Woodall
Best '65 to '75 Thousand-Series: Stanley Wilson
Best Post '75: Tony Doyle
Best Post '38 US Model: Ger Rochford
Best Post '81 US Model: Errol McGuinness
Best Roadless: Conor Hurley
Best County: Kieran O' Donoghue
Best of All Other Derivatives: Michael Hoey
Best Industrial: Maurice Reddy



Enjoying their day at Fingal with their MF35X were Kyle and Karl McDowell from Kilkeel, Co. Down.



Looking striking in the bright sunshine was the 1951 John Deere MC of J. Murphy and Son.



The matching orange Triple-Does of Mick Faulks (left) and James Hardstaff (right), both from Nottinghamshire, sounded great working side-by-side in the ploughing arena.

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FLOUR



Mick is very happy with how the Dodge has turned out, and says it gets lots of attention from people who remember seeing many of these on the roads in the seventies and eighties.

This stunning Dodge K-series 500 worked from new at the Odlum's Flour plant in Sligo, but lay unloved in a field for many years until its restoration two years ago.

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



POWER





No doubt a familiar dash to many old-time truckers.



Interior is as tidy as the rest of the truck.

It goes without saying that most vintage and classic enthusiasts have a close bond with their favourite vehicles: car fans enjoy cruising around in the kind of motors that they either wanted as a kid or that their parents had when they were growing up; tractor fans, due to their close working relationship with their machines, relive memories of the loyal service given by the Fergies, Fordsons and Deeres on their home farms; motorcycle fans get nostalgic about the racers and trials bikes of their heroes. However, perhaps classic truck fans have the most passionate bond of all. These guys spend many hours a day behind the wheel, getting to know every knock, rattle and squeak of their truck in the process. The truck is often their source of livelihood, their breadwinner, and on long trips its cab even becomes a home away from home, offering dining quarters and sleeping accommodation. The driver's name and locality are often emblazoned across the bodywork, both as a means of attracting new business and as a point of pride in his profession, further adding to the relationship between the truck and driver.

It should come as no surprise then that classic trucks enjoy a relatively small but very enthusiastic following. While they might not rival the cars and tractors in number at the shows around the country, you can be sure to be impressed at the quality of their workmanship nonetheless. The fact that they

take up so much room to store is no doubt one reason for their relative scarcity, but almost certainly the main reason is the tough treatment meted out to commercials in their working lives. No matter how beloved or well-maintained a truck is, the fact that it tends to be on the road for 364 days of the year will eventually take its toll on both the bodywork and mechanicals, leaving behind a very tired machine after five or ten years of service. With stories of trucks covering up to 200,000 miles a year, it's no surprise that they eventually want to just sit down and give up.

It might not look it now, but a similar fate would have befallen the stunning Dodge 500 on these pages. Built in 1977, it operated with Odlum's Flour in Sligo for the first four or five years of its life, and would have been painted in their trademark brown and cream livery. After this period not a whole lot is known about the truck's history, but the fact that it wasn't taxed after 1981 would suggest that it fell into private hands around that time. Many years later, the truck ended up in a field in Donegal with a number of other old timers, and deteriorated into a rusty hulk.

Fast forward to 2005, when present owner Mick Hunt came into the picture. A life-long trucker, he came from a background in haulage and started out himself, like many others, with Thames Traders and Bedford TKs. "When

I was a kid in the fifties my father bought a Seddon Atkinson truck out of Tommy Thompson's on Abbey St. in Dublin, where the VHI offices are now" Mick reminisces; "he used to draw turf from the Bog of Allen up to the Phoenix Park during The Emergency." When Mick finally retired from the haulage business after 43 years behind the wheel, he started to get a hankering after a classic truck just like the ones he had back in the day, and picked himself up a nice TK around five years ago. He always had a Dodge in his mind too though, and while looking for parts for his TK Mick became friendly with the man in Donegal who owned the field of trucks containing this old Odlum's K-series. "His name was Conal McDevitt," Mick remembers; "they used to call him The Colonial. You name it, he had it; AECs, Albions, DAFs, Dodges. That man was very good to me." The Colonial sadly passed away since then, but not before Mick had rescued the Dodge along with parts and sections of other trucks to aid in the restoration. "You can't get stuff for these Dodges now, they're non-existent" he explains, "I've searched high and low for a few parts and they just can't be found".

The poor availability of parts meant that Mick had to work with what he could scrounge together, with good used parts being sourced from a number of other scrapped trucks. The all-important cab was first on the agenda;

"You can't get stuff for these Dodges now, they're non-existent" he explains, "I've searched high and low for a few parts and they just can't be found".



an attractive and practical bodystyle, the K-series 500 cab was the first truck design ever undertaken by the Ghia design studio in Turin, and Mick was determined to do his one justice. "The cab was rotten," Mick tells us, "the mudguards, the doors, the roof skin, the steps; we had to replace a lot of it." Using a combination of newly-fabricated patches and sound sections from other cabs, the welding was finally completed about 12 months later. The bodywork then received a coat of shiny red two-pack, ready for reassembly. Luckily, all of the trim is present and correct, and although there are two small badges missing from the doors, Mick intends to replace these shortly.

Moving on to mechanical matters, one of Mick's parts donors was a fire-engine version which was fitted with a punchy Perkins V8 rather than the more common straight six fitted to these trucks. Although the V8 engine resembled a "ball of rust" according to Mick, a bit of investigation revealed that it had only covered 24,000 miles, and so this was cleaned up and fitted into the renewed chassis. Now, mated up to the standard 5-speed gearbox and single-ratio rear axle, Mick reports that the engine pushes the lightweight body down the road very nicely indeed, and I can testify that it certainly has the powerful roar to match.

Since its completion at the end of last year the Dodge has only been to a road run in Monaghan and the recent event in Durrow, but once a current problem with over-sensitive air brakes is sorted out in the near future, this impressive example of a now rare machine is sure to be seen at plenty of events around the country. Make sure to check it out.

Mick would like to thank Paul and Adrunas for the welding, Ray O'Hanlon for the paintjob and, of course, The Colonial for the basis of the project.



From
the Archives

ORIGINALLY PUBLISHED IN ISSUE 46 APRIL



JAPANESE *Steel*

WHEN IT COMES TO CLASSIC MOTORCYCLES THERE ARE MORE THAN JUST TRIUMPHS, NORTONS AND GUZZIES. WE HAVE BEEN ASKED IN THE PAST WHY WE DON'T FEATURE MORE JAPANESE BIKES; THEY ARE, AFTER ALL, Hugely Popular, both the current models and the classics. A large percentage (if not the majority) of the Irish bike-loving public are past or present owners of Japanese bikes, from the humble Honda 50 to the screaming Suzuki Katana.

Words & Photos by Carl Czanik

We recently got in touch with Pat Haslam of the Irish branch of the Vintage Japanese Motorcycle Club (VJMC), to take a look at his 1977 Kawasaki Z650-B1, the first of many feature-worthy Jap bikes from the club that we hope to bring you. Kawasaki introduced the Z650 in 1976 as a 1977 model, packing an engine capacity of 652cc with double-overhead camshafts, two valves per cylinder and a five-speed gearbox. The bike was instantly popular with the press and the public alike, largely due to the claimed 64bhp power output which, when matched with a dry weight of only 465 lb (some 30 lb lighter than most of the 750s of the time) and a 56in wheelbase (about three inches shorter than most of the competition), meant an extremely fast and agile bike. This new model handled like no other Kawasaki, and had a claimed top speed of nearly 120 mph. The Z650 was considered the 'Son of Z1' having been designed by the Grand Master himself, Ben 'Mr Z1' Inamura. The Z650 had the agility of a 500 with

the performance of a 750, and was considered by many to be the best Kawasaki so far at that time.

Unlike the Z1, the 650 used a plain bearing crankshaft with a HyVo multiplate chain primary drive instead of a gear drive. This system necessitated the installation of a third (intermediate) shaft in the transmission to drive the input side of the clutch.

Also included for this model year only was a three-phase, excited field-type alternator. Subsequent years of all models (until 1981) were equipped with a single phase permanent magnet, or shunt type, alternator. Another departure from the Z1 engine design was the use of a shim-under-bucket method of setting valve clearances. The Z1 engine employed a shim-over-bucket design for this purpose, but there had been reports of the camshafts actually forcing the shims out of position, with consequent damage. Project leader Inamura made sure that this would not be a problem with the 650 engine.

2010

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The lowish handlebars are properly swept back at the right angle, and can be adjusted to taste even though the wiring runs neatly through the tubing. Along with practically all other Japanese bikes of the period the Z650 had a stainless-steel front brake disc, which is fine when dry but always has to be allowed for when wet and cold. Kawasaki sensibly resisted the fashionable temptation to fit another disc to the rear wheel, and retained a seven-inch drum brake. This worked admirably, the brakes being neither too grabby nor under-powered. Both front and rear mudguards were chrome, and the machine was offered in two colours: Candy Super Red or Candy Emerald Green.

Like many other classic owners, Pat's relationship with his bike started online when he found it on eBay. He noted that the reserve hadn't been offered by the time the auction closed, so he contacted the vendor, a dealer in Holbourne, UK, and said "I'll be in Birmingham at the weekend for the bike show, and I'd like to take a look at the bike." The dealer responded "we don't open on Saturdays," to which Pat replied "If you want the sale, you might open." Clearly they did want the sale, because they eventually did make arrangements to view the bike. During his trip Pat took a good look over the bike, liked what he saw and bought it; by the following Tuesday morning the bike had been delivered to his home in Ireland.



Pat is rightly proud of his Z650-B1.



Even at the closest inspection, this bike is flawless.

"I'LL BE IN BIRMINGHAM AT THE WEEKEND FOR THE BIKE SHOW, AND I'D LIKE TO TAKE A LOOK AT THE BIKE." THE DEALER RESPONDED "WE DON'T OPEN ON SATURDAYS," TO WHICH PAT REPLIED "IF YOU WANT THE SALE, YOU MIGHT OPEN."

From here, Pat's main concern was getting the bike back to original condition, as there a few bits and pieces fitted that were incorrect. The seat wasn't original, and neither was the grab-bar behind, which was only added to later models. The chrome was in passable condition, but Pat wanted it perfect, so on his way to another bike show Pat went to visit a company called Marque Restore in Coventry. There, they showed him the entire re-chroming process, from the acid bath wash to repairing, to the re-plating, and finally the polishing. Despite seeing them in action Pat still didn't want to commit all of the bike's chrome parts to them without seeing the results for himself first, so he gave them a few small parts to re-chrome as a sort of test run. Happily, Pat's doubts were allayed when the workmanship proved to be top notch, and he then sent them the remainder of the parts. They have since taken care of many of Pat's re-plating needs, and he in return has sent them a fair amount of business. The wheels were original, but the chrome was tarnished and quite pitted so he removed them and took them with him to a show in Stafford. Having removed the spokes he had the rims re-chromed by Marque, after which they were sent to Central Wheel Components in Birmingham who replaced

all the spokes. Pat then sourced new original tyres from Japan to go with the newly-rebuilt wheels.

In terms of the bodywork Pat wanted to be sure of getting a quality job, so he contacted Dream Machine, said to be one of the top motorcycle refinishers in the world. Finding the correct colour was not the issue; the reason he chose them was because they could do the striping by hand, not by making a sticker. Pat had seen their work before, and felt he could trust them. Pat also has a set of body panels in the original green, which he plans to put on the bike, but that's for later....

The bike reached its current state at the end of 2010, and Pat thoroughly enjoys getting it out to shows, the main one being the VJMC's own show in May where there were around 160 bikes on display this year. Pat hasn't been too interested in collecting prizes for his bike; his main motivation was to see the bike in as original condition as possible. He enjoys the fact that people will come up to him at shows and reminisce about Z650s they had known back in the day, and we hope he and his classic Kawasaki get to share these memories for many years to come.



KAWASAKI Z650-B1



The bike even has the original owners manual intact.

Tech Spec

Engine:	Air-cooled four-stroke, transverse four-cylinder DOHC, two-valves per cylinder
Capacity:	652cc
Bore x Stroke:	62 x 54 mm
Compression Ratio:	9.5:1
Induction:	4 x 28mm Mikuni carbs
Starting:	Electric
Max Power:	64 bhp @ 8,500 rpm
Max Torque:	57 Nm @ 7,000 rpm
Transmission/Drive:	Five-speed/chain drive
Front Suspension:	Tele-hydraulic fork
Rear Suspension:	Swinging fork
Front Brakes:	Single 245mm disc, single-piston caliper
Rear Brakes:	180mm drum
Front Tyre:	3.25x19
Rear Tyre:	4.00x18
Dry Weight:	211 kg
Fuel Capacity:	16 Litres
Consumption (Average):	16.8 km/litre
Standing ¼ Mile:	13.8 sec
Top Speed:	186 km/h

The VJMC The Vintage Japanese Motorcycle Club (VJMC) is worldwide club catering for anyone with an interest in Japanese bikes over fifteen years old. The current cut-off point is 1996; this is a rolling cut-off, and will move to 1997 in 2012 and so on. The Irish branch of the club was formed in March 2010, and since then things have grown slowly but surely. A ride-out with around twenty bikes is now not uncommon, which in itself is akin to a mini bike show as you just don't see these machines on a day to day basis. There are currently 220 people on the members email list, and members' interest are wide and varied in relation to the bikes, covering everything from Honda 50s to RC30s, Katanas, GT750 'Kettles', CBX1000s, GSXRs; the list goes on. The club pride themselves on the absence of snobbery; if it's a Jap bike and it's fifteen years old or more, the VJMC will welcome you with open arms regardless of its condition. The VJMC currently have no membership fee, so if you would like to join, contact Jason on 086 3238203 or visit www.vjmc.ie.

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Hillbilly Hauler

Words & Photos by Andrew Pollock

After the runaway popularity of our last cover feature on the air-ride '55 Chevy pickup we've decided to bring you another 3100 model, this time a far more sweet and subtle '54 that goes to show that these iconic vehicles don't need much changed to look cool.

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From
the Archives

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Like many of us, Peter wanted an old American pickup for a long time, but was lucky enough to bag one with a long family history to it.

It might be stock except for those Cobra wheels and white-letter tyres, but this Chevy 3100 would appeal to vintage and classic enthusiasts and modified car fans alike thanks to its beautiful presentation.

No matter what kind of cars you're into, everyone seems to love the classic American pickup truck. A classless vehicle in many ways, it just seems to transcend social boundaries like nothing else. Maybe it stems from all of the American TV we've all watched during our lives, or the hard-working frontier spirit they evoke, or just the fact that, when done right, they just ooze cool without trying too hard about the whole thing, but whatever the case you're likely to find one in the lotto-win/dream garage list of any gear-head.

However, Peter Burke from Co. Cork enjoys a closer relationship with his '54 Chev than most. In fact, this truck was bought by his brother-in-law, Don, some thirty-five years ago. Don lives in St Louis, Missouri, which is an area subjected to extremely hot and humid summers but also cold winters; not the most ideal part of the US in which to find a rust-free old car, you'd think, but when Don picked up the truck in the late seventies it had lived all its life on an apple farm and so had very little heavy work done. However, if the ol' Chevy had led an easy life up 'til then it was about to embark on a more trying career, as Don pressed it into everyday service carrying stone, hauling big mobile homes and whatever else he needed of it while working in his property business. Nevertheless the tough machine soaked up all that was thrown at it, the straight-six engine and manual three-speed transmission never giving any major trouble, and it ended up being a loyal servant of Don's for some thirty years.

Having heard about, and seen photos of, Don's truck many times, Peter finally met the man at his daughter's wedding here in Ireland about five years ago, and the two got on great thanks to their shared passion for old cars. Talk turned to the pickup, and as Don was finally thinking of passing it onto a good home to concentrate on a Ford Model B hot-rod he'd found he invited Peter over for a look at it. It was a good excuse for a holiday, so Peter and his wife headed off to St Louis that autumn. Having long harboured a desire for a classic Yank pickup Peter tells me that his mind was almost made up before he even saw Don's truck in the flesh, but even so his examination didn't leave him disappointed. Despite its long working career it was still in great nick, with a few honest imperfections but nothing to spoil the fun. A deal was quickly done, and arrangements soon began for its shipping to Ireland.

We might live in a globalised world, with seemingly everything only a mouse-click away, but there's still a fair bit of work involved in getting a car back from the States, especially from somewhere like Missouri which isn't far off being in the centre of the country. "It cost €900 just to get it to the port of New Jersey" Peter confirms. Having initially been collected promptly from Don's place, complete with a load of spares and a new towing dolly, Peter was given an Irish delivery date in mid-June, around the time of his birthday in fact, but as he was in no major panic for it he let the shipping process run its course. The deadline passed, and some more time passed, and eventually he decided to give the shippers a call to see if everything was ok. He was amazed to discover that the truck was still in New Jersey! Having been given a line about the original cargo ship being full, he stuck his ground until his container was put on the next available ship for Rotterdam, which happened post-haste, and from there it was put on a smaller ship bound for Dublin Port.

In many ways that's only the beginning of the importation process, as even though the truck was now on Irish soil there was still a lot of paperwork and various to and fro needed with clearing agents and suchlike, but eventually the Chevy was released and ready for its trip to Cork. Having intended to assemble and use the towing dolly he brought from the US to tow the truck home, in the end Peter took up the kind offer of a Brian James trailer from his friend Hugh, which saw the family heirloom safely carried at a steady speed all the way south. Within a matter of days the truck was put on the road, and put in four years of weekend fun with Peter as he attended local vintage events and meets organised by the Cork-based GAScc American car club.



"Air-conditioning, you ask? Well it's got this flap on the cowl..."



The Cobra slot-mag wheels give this essentially stock truck a real hot-rod flavour. They've been on it as long as Peter knows it, and so they won't be going anywhere soon.





The venerable 3.1-litre Chevy straight-six might not emit a V8 crackle, but it's tough as old boots and has torque aplenty. Peter reckons this one's never been touched, and still runs just fine.



Beneath the new canvas bed cover lies a beautiful new wood floor. Peter won't be firing any concrete mixers or scaffolding in here in a hurry.

However, as sound and all as the truck was, by 2011 the rust was starting to gain ground and so Peter took it off the road for a full rebuild. Restoration would be the wrong word as it was no corroded hulk, but Peter felt that it needed immediate attention in order to preserve it properly for the next 55-plus years. As documented in the In The Works section of our January to March 2012 issue, the entire vehicle was stripped down until all that remained was a rolling chassis and a bare cab section. The largely bolt-together nature of these old trucks proves a boon in this regard as this provided unrivalled access to the main problem area on Peter's example; the bottom of the firewall. The bulbous wings also needed holes patching, as well as various other locations, but Peter got away without ordering any new panels at all. To finish the job properly, he applied Fertan rust converter, which he speaks very highly of, before tackling his first ever respray. He's done an amazing job, we have to say, and he tells us that preparation and patience are critical. "If you should be painting at 3 o'clock and it's 3.15, don't do it" he advises. "Don't try to make up that quarter of an hour, because you won't." His efforts at painting the body were thwarted big-time by the bad summer we suffered in 2012, as he waited in vain for a dry spell in which to start spraying. In the end the project ran into the following winter, as he didn't want to take a chance with all of that dampness in the air.

By comparison with the body, the chassis and running gear were a breeze. Peter sandblasted the chassis himself in his own garage, before applying several coats of chassis black. Any worn parts in the braking and suspension department were changed or overhauled too, but as for the engine, well it just keeps on going. Despite the decades of work it's endured, the fairly agricultural Chevy big-six just keeps on trucking without complaint. "There isn't even an oil filter on them" he laughs, "but it was never touched; they reckon those engines will go for ever and ever." To make up for the lack of work needed inside the block, Peter instead went to town on the outside, painting and detailing the engine and the accessories using heat-resistant paint and, more importantly he tells us, a heat-resistant lacquer too. With new wood in the pickup bed floor, new window rubbers all round and a thoroughly cleaned interior the project was all but complete, with the truck's sole modification, the fat Cobra slot-mag wheels it's worn ever since Peter's known it, coming in for a shot of polishing as a finishing touch.

Although it's a 99.9% stock truck, this machine attracts everyone from hot-rod guys to vintage car guys at the shows, and Peter's visibly proud of the fact that every part of the project was done himself except for the fitting of the windscreen and a wiring modification carried out by Ger Christy Auto-Electrical Services in Wilton, Cork (087 2589282). As we sat in the summer sun outside Peter's house with some fresh mackerel on the barbeque I got a good long opportunity to take in the classic lines of this Chevy 3100, and all I can say is I've been guilty of checking out more than a few similar trucks online ever since...



The three-speed manual has a column-shift, or as the Americans would say, "a three on the tree".



Peter's added wing mirrors and flashing indicators to the truck for safer progress on modern Irish roads.

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