

IRISH  
VINTAGE  
*Scene*

From  
the **Archives**

Issue 7 - 2020



# *Fintail Ford*

RARE IRISH CONSUL CAPRI RESTORATION



### PAGE 4-8 FINTAIL FORD

Despite its movie-star looks and well-proven mechanicals, the Ford Consul Capri was a rare sales flop for Ford. Nowadays however, its style and rarity have made it a real classic. Here, Paddy O'Rourke tells us all about his stunning 1962 example, and the lengths he went to during the restoration.

ORIGINALLY PUBLISHED IN ISSUE 25 JUNE 2008

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### PAGE 10-14 DAVID BROWN COLLECTION

Down through the history of the modern farm tractor there have been many legendary figures; some innovators like Harry Ferguson, some shrewd businessmen like Henry Ford. However, one important figure that isn't mentioned as often as these two is David Brown, who in many ways was both an innovator and a canny business operator.

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### PAGE 18-22 A STITCH IN TIME

Bradbury & Co. were acclaimed as the makers of the finest sewing machines available in the late 1800s, but their little-known motorcycles of the early 1900s were also highly respected, and broke many records in their day.

ORIGINALLY PUBLISHED IN ISSUE 62 JULY 2011

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### PAGE 24-28 FAMILY GUY

Although almost a forgotten entity today, Guy Motors were a long-lived and highly innovative company. Eventually to become yet another casualty of the British Leyland 'rationalisations', Guy vehicles earned their reputations in a variety of different markets including trucks, buses, military vehicles and even cars.

ORIGINALLY PUBLISHED IN ISSUE 34 MARCH 2009

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### PAGE 30-34 TECH WARS

The Mk1 Escort is a hugely popular choice for historic rallying thanks to its legendary competition pedigree, but pack one with modern-day race technology and you can take on the hugely competitive Modified Class, as this recently-built beauty testifies.



ORIGINALLY PUBLISHED IN ISSUE 2 AUTUMN 2011

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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

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### PAGE 16-17 YOUGHAL CLASSIC CAR AND BIKE EVENT 2009

PUBLISHED BY IRISH VINTAGE SCENE LTD.

#### ADDRESS:

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

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**Identify the car?** **(click here)**

Words by Paddy O' Rourke

Photos by Andrew Pollock, [andrew@irishvintagescene.ie](mailto:andrew@irishvintagescene.ie)

From  
the A

ORIGINAL

# *Fintail*



# Archives

Y PUBLISHED IN ISSUE 25 JUNE 2008

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# Ford



*Paddy is a member of the Celtic Old Vehicle Owners' Club.*

Despite its movie-star looks and well-proven mechanicals, the Ford Consul Capri was a rare sales flop for Ford. Nowadays however, its style and rarity have made it a real classic. Here, Paddy O'Rourke tells us all about his stunning 1962 example, and the lengths he went to during the restoration.

In 1961 Ford introduced the Consul Classic 109E, the styling of which was different to anything else on Irish roads at the time. It screamed Americana even though it was a British design, and its predecessors like the Prefect and Mk1 Consul were instantly left decades behind. The Anglia 105E had introduced the reverse raked rear window to this side of the Atlantic two years earlier and the Classic followed suit, and this feature, combined with its prominent rear fins and generous chrome embellishments, made it the perfect car for the driver who wanted to be noticed. Later that year Ford added the Consul Capri 116E to its range; basically a sportier version of the Classic, the two-seater Capri dispensed with the reverse raked window and featured a sloping rear screen to complement its low, flowing roof. Both the Classic and Capri had disc brakes on the front coupled to McPherson struts; a first for Ford, and ahead of most of its competitors at the time. The first cars came with a 1,340cc three main-

*The stylish red and white interior of the car is simply stunning, and is accentuated by the pillarless side windows.*



bearing hollow crankshaft, and although this was used successfully in the smaller Anglia Kent unit, it proved to be a weak link in the larger 109E engine. Later cars were fitted with 1,498 cc engines with an improved five main-bearing solid crank, and these units proved very reliable and later became the basis for the highly successful Lotus Twin cam engine, as raced in the Cortina. Production of the Classic ceased with the introduction of the Cortina in 1963, but the Capri continued for another year, by the end of which a total of around 20,000 units had been produced. The GT model, introduced in February '63, had a tuned high compression engine with a twin-choke Weber carburettor, four-branch manifold and servo brakes; only a few thousand of these were made, but like the Lotus Cortina, many more are known to survive.

Having once been to Lisdoonvarna in a little Fiat 500 belonging to a friend, I had the dream to go there in a Consul Capri. They had just appeared on the roads when I first started work in 1961 and, young and impressionable as I was, they were a dream car to me. I'd always intended to restore an old car at some stage in later life, and eventually I began making enquiries. Upon mentioning the word 'Capri' I was mostly met with "I used to drive one of those in the seventies", and after trying to explain to them that it was "the one with the wings" I usually had to give up. Having finally spotted one for sale in the newspaper I headed down to Durrow with my friend



*Dr. Mary White and her son with the new Capri in 1962. The car was originally painted Ermine White with a black roof.*



*At an advanced stage of the project, with the body structure back in one piece.*



John, who is a seasoned restorer. To say that the Capri looked sad was an understatement; the front windscreen was missing, the footwells were full of water, a makeshift Toyota rear seat had been forced in necessitating the hacking away of most of the metal beneath the rear screen, and signs of rust and botched repairs were evident. On the plus side, the car was first registered in Co. Laois in 1962 and owned by a local doctor, Mary White of Abbeyleix. The vendor, a notable rock and roll dancer, was selling the car to fund a trip to Graceland, and so he was driving a hard bargain. I balked at the price, but a few weeks later after a bit of haggling a deal was made, with the help of my experienced brother-in-law Brian, who has been known to make car salesmen cry.

The stripdown of the car revealed very little that wasn't depressing. Beneath the waistline almost all of the metal needed to be replaced; the front had suffered a crash, both wings were loaded with filler, the door bottoms, floorpans and chassis rails were rusting away, the roof had apparently been used as a stage for Riverdance, and the boot floor and spare wheel well gave one an excellent view of the road beneath. My new angle grinder worked overtime as I learned the new skills of spot-weld removal, metal-shaping and mig welding. Using a mig is great fun once you get the hang of it, but welding upside down is a different matter with the occasional spark that ignites the remains of your hair, the hot

piece of metal that drops in your ear, and the frustration when the hole you just filled in falls down on the ground beside you. The solution to this is a spinner or revolving jig, and having seen many different forms of these at car shows I decided to build my own. Some pieces of box tubing from my work came in useful, and after some judicious welding and bolting together these gave me two frames which I attached to either end of the chassis. This gave complete freedom to work on the underneath of the car and also allowed me more space in the garage when it was in the semi-rotated position; the best move of the whole job.

The Capri has a complex curved front section, which was not only rotten but also twisted and distorted from an earlier impact, and getting this back together was the most arduous metalwork of the project, taking all of the summer of 2000. My welding skills had come on leaps and bounds at this stage, having used about 10 kg of mig wire and several 6x3 sheets of 20-gauge metal to rebuild all the lower parts of the body. Replacing the roof gutters gave me a nasty shock, when I discovered that Ford used quite an amount of solder when joining the roof to the rear pillars; a combination of soldering, brazing and mig-welding eventually got them in place. Things never go as quickly as one might hope, and despite spending almost every night and weekend in the garage it took nearly five years to get to the stage when the body was complete

I'd always intended to restore an old car at some stage in later life, and eventually I began making enquiries. Upon mentioning the word 'Capri' I was mostly met with "I used to drive one of those in the seventies", and after trying to explain to them that it was "the one with the wings" I usually had to give up.







*The car's engine and transmission were brought up to 1500GT spec during the restoration, as the original parts were in poor repair.*



enough to move it to my aforementioned brother-in-law's shed for prep and paint. Initially we thought it would take about six weeks, but it was to be another two years before it got its final coat of paint. Brian is something of a perfectionist when it comes to body panels, and during this time I became a master panel-beater's apprentice, rubbing and sanding night after night until my fingers surely shrunk. Then we hit problems with the front wings, which didn't look right. These were reproduction wings which I had bought secondhand but unused, and no amount of fettling would make them match the rest of the car. In desperation I phoned a member of the owners' club in Britain, from whom I had got numerous parts. This time my luck was in as the man, who also ran the club magazine, said he knew of two new, unused, genuine Ford wings which he had only been asked to advertise that day. As new wings are almost unheard of, and would be immediately snapped up if offered for sale, I rang the vendor and agreed to his price, expensive though it was. I had them within a week; there is a God! New wings astride, there was nothing to stop progress, and eventually the glorious red and white paint went on and the Capri could return to my own garage for completion.

I had hoped it might be ready for the West Run in Galway that year, but there was still a lot to do and that deadline passed. The interior trim had arrived in kit form from the UK, which required plenty of DIY operations. The old seats were stripped and recovered, and I recovered a secondhand dashboard top I had acquired from a gentleman in Kerry. New door cards and carpets completed the interior, but there was still the wretched headlining, which on the Capri is glued to the inner roof, and took many abortive attempts.

Brian had insisted that the wiring loom be removed before painting; I'd like to say that I marked everything but I didn't, but being an electrician by trade it wasn't a big deal. The brake cylinders, pipes, steering and suspension bushes were then renewed, and the brake and clutch master cylinders fitted with new seals.

During the process my daughter Aisling was being courted by an Englishman, later to become her husband, who clearly wanted to make an impression on me. I had spent some time trying to track down replacement inserts for the front suspension struts and eventually found a pair in England. Knowing my future son-in-law was coming to Ireland I arranged for the parts to be sent to him, and he would bring them by plane on his visit. How dismayed he was when two torpedo-like devices arrived at his home! However, with his future intentions at stake he succeeded, albeit with significant interrogation at Leeds Airport, to persuade officials that he did not intend to blow up the plane. His longer-term prospects were never in doubt after that.

With the deadline shifted to the rapidly-approaching COVOC Norman Pratt Run, the original 1,340cc engine was abandoned in favour of a 1,500cc unit. My good friend John, who had told me that this project would be a doddle, undertook to refurbish it. With great excitement I turned the starter and, after a bit of encouragement, it started. Whilst any sound was music to my ears after this long wait, it wasn't the music that John wanted to hear. His well-tuned ear told him there was a problem; the crankshaft end bearings were wrong. Next came a frantic search for oversize bearings, dispatched from the UK in double quick time. With a couple of days to go the engine was back in, only to discover that the dynamo wasn't charging, so I pulled

it apart only to discover that it was knackered. I chanced an old one from the corner of the garage and behold it worked, but when removing the pulley it shattered. Being a bank holiday weekend most places were closed, but by chance I caught the owner of my local car electrical repair shop, who gave me the makings of a two-part pulley. While in the process of making a shim to allow the pulley to fit on the dynamo the shim fell to the garage floor, and it took longer to find it than it did to make it. Finally taking the Capri out of the garage under its own power for the first time in eight years, I took it to the main road where it stopped, and couldn't be restarted; humiliation in front of my curious neighbours! Having been pushed back to the garage with the help of my wife and son, the fault was traced to a non-venting fuel tank. With Brian on the phone wondering what was keeping me, I managed to make the ten miles or so to his house. Three o'clock in the morning saw Brian and I putting the finishing touches to the polishing, with about six hours to go before I had to be at the starting line in Navan. We made it though, and other members looked on in bemusement as they suspected that this car was just an illusion of an eccentric for all those years, and who could blame them!

Since then, BCI 202 has been motoring happily to shows all over the country and collecting some prizes too. One of the most pleasant surprises was at the Abbeylax show, when I happened to meet Mr. Billy White who recognised the car as his mother's, and he recalled many of the happy times he had spent as a child with his brothers and sisters in its cramped rear seat. Shortly afterwards he sent me some photographs of the car when it was new and driven by his mother. Oh yes, and last year I drove the Capri to Lisdoonvarna.



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# DAVID BROWN COLLECTION

Words & Photos by Andrew Pollock [andrew@irishvintagescene.ie](http://andrew@irishvintagescene.ie)



Down through the history of the modern farm tractor there have been many legendary figures; some innovators like Harry Ferguson, some shrewd businessmen like Henry Ford. However, one important figure that isn't mentioned as often as these two is David Brown, who in many ways was both an innovator and a canny business operator.



(L-R) Sean and Mary are involved with the Lakeland Vintage Club, while Tom is a member of the Fingal Vintage Society.

The David Brown Engineering concern came into existence as far back as 1860, when they opened their doors as a metal castings company. The organisation soon found a niche in the casting and machining of gears and gear systems, and their success resulted in a move in 1902 to larger premises in Swan Lane, Huddersfield, an address familiar to DB tractor fans to this day. While founder David Brown died the following year, his sons Frank and Percy were already heavily involved in the running of the company and so they moved in to take the helm. The company's proficiency in gear systems saw them in much demand by such heavy industries as

shipbuilding and power generation, and the First World War played right into their hands as they were required to produce gear components for tanks, warships and other engineering applications. A working relationship set up in the twenties with US company Timken saw David Brown become global leaders in their field, and the company went from strength to strength. Percy Brown passed away in 1931, and his son, David Brown II, became Managing Director; soon after, David was to make a fateful acquaintance with a certain inventor, which would bring the company in a new direction.



# From the Archives

ORIGINALLY PUBLISHED IN ISSUE 36 MAY 2009

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*David Browns as far as they eye can see*



*The 30D model lost the cowling panel of the earlier Cropmaster.*



That inventor was, of course, Harry Ferguson. Ferguson was impressed by David Brown's capabilities, and was on the lookout for a suitable tractor at the time on which to demonstrate and market his exciting new Ferguson System three-point linkage. In 1936 the Ferguson-Brown tractor broke cover, and it wasn't just the linkage that was revolutionary; the tractor itself featured a tube-shaped central "spine" housing the transmission, a Coventry Climax engine and cast alloy components (no doubt to showcase David Brown's engineering prowess). This hugely influential tractor didn't go unnoticed by one Henry Ford, who was duly impressed by the linkage in particular, leading him to enter into his own arrangement with Harry Ferguson. The downfall of that particular agreement is well documented, but Brown also parted company with Ferguson, albeit on slightly better terms (at least there wasn't a huge lawsuit) allowing a version of the Ferguson System to be used on David Brown's first tractor, the VAK1 of 1939. The VAK, which stood for Vehicle Agriculture Kerosene, was unsurprisingly powered by a four-cylinder petrol/ kerosene engine of David Brown's own design, and the newcomer went down

well with the buying public as well as the armed forces, who used the tractor for airfield and haulage functions throughout the Second World War; these 'tugs' featured truck-type tyres, full mudguards and heavy steel bumpers, and many survive to this day in their original RAF colours.

After the war the VAK1 went through several changes, culminating in the tractor that perhaps put David Brown squarely in the limelight, the VAK1C Cropmaster. Built from 1947 to 1954 this fine machine featured many items of standard equipment that weren't available even as options on many others, such as a heavy-duty development of the three-point linkage with hydraulic lift, a two-speed PTO, six-speed gearbox and even full electric lighting. The tractor looked distinctive too thanks to its unique cowl panel, which was intended to protect the driver from dirt and the elements, and for the first time a diesel engine also featured in the specification. This 2.4-litre four-cylinder long-stroke unit featured direct injection for reliability and developed a useful 23hp at 1,800rpm, along with admirable fuel economy for such an early diesel design.



And yes the old story is true; the DB in the name of many Aston Martin sports cars of the fifties and sixties did stand for David Brown, as they bought that car company in 1947.



## DAVID BROWN COLLECTION

Although a popular and respected machine, the Cropmaster wasn't the cheapest tractor on the market, either to buy or build, and so its replacements in 1953 were similar machines but with a few cost-cutting measures included in the recipe. The 25D and 30D lost the distinctive cowl panels and other equipment which had previously been standard, but the market understood the move and DB remained popular even though the design was beginning to look a little dated. This was resolved in 1956 with the introduction of the 900-series, an up-to-date machine with modern styling and engines that instantly made the old VAK-based 30D look very dated indeed. Although the petrol and diesel four-cylinder engines on offer were based on the 30D unit they had redesigned injector pumps, crossflow cylinder heads, big modern air cleaner systems and

more power to boot, meaning it wasn't all just a cynical restyling exercise. In the years that followed, this 900 range gave rise to the 950, 990 and the 800 and 700-series tractors, further cementing David Brown's reputation in the tractor industry before the advent of the white Selectamatic range in 1965. Still a successful concern in 1972 when taken over by Tenneco, the David Brown name finally disappeared from tractors in 1983 when it was replaced by the Case brand, and Case-International shut down David Brown's tractor factory in 1988. However David Brown never left their original gear-production activities, and to this day they are still highly active in that area. And yes the old story is true; the DB in the name of many Aston Martin sports cars of the fifties and sixties did stand for David Brown, as they bought that car company in 1947.





*Rear-mounted mower is by Pierce's of Wexford.*



Stood facing eleven lovely classic David Browns in a cut stubble field near Mullingar, I realised that when Sean and Tom Mulvaney had told me they were DB fans they certainly weren't being economical with the truth. The brothers had started collecting David Browns in 1999 with the purchase of a restored 25C, which was soon joined by more and more red compatriots as time went on. The David Brown marque holds special significance for Sean and Tom as their father bought a 950 Implementatic in 1963 and stuck with the brand for many years after, so in their youth the brothers spent many hours in the saddle of these tractors. For that reason the red and yellow 950 in the photos (which is equipped with a Pierce mower from around that period) is

one of the favourites of the collection. Being the earliest, the pair of VAK1C Cropmasters are also highly favoured, while the blue wheels of the 900 mark it out as one of the first of the new 900-series that replaced the 25/30D in the mid-fifties. Tom is an active member of the Fingal Vintage Society, while Sean and his wife Mary have kept it local as they are active members of the Lakeland Vintage Club. In the sea of red tractors in the photos two interlopers are visible; however these are included for good reason, as the little grey Fergie is similar to the first tractor bought new by their father in 1948/49 (with matching Ferguson trailer, which incidentally is still in Sean's shed to this day) while the four-cylinder diesel Fordson Major was passed by the brothers on their way to

national school every morning! Sean finally managed to acquire the tractor two years ago and it was give a full restoration as Tom and Sean have done to all their collection, and very impressive they are too. We are told that the annual Lakeland Vintage Show, which this year is being held on the 3rd of May in Ballymahon, Co. Westmeath, usually sees most of this collection being turned out for the day, so for any fans of David Brown out there this event should surely be worth a look.

*The Lakeland Vintage Club Rally and Autojumble will be held in May 3rd 2009 at Newcastle House, Ballymahon, Co. Westmeath; for further info, contact Edre Mills on 0876649069.*



*900-series was the first of the new range in the mid-fifties.*

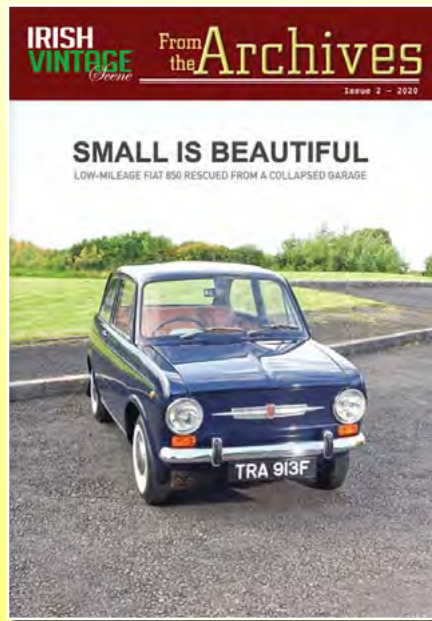
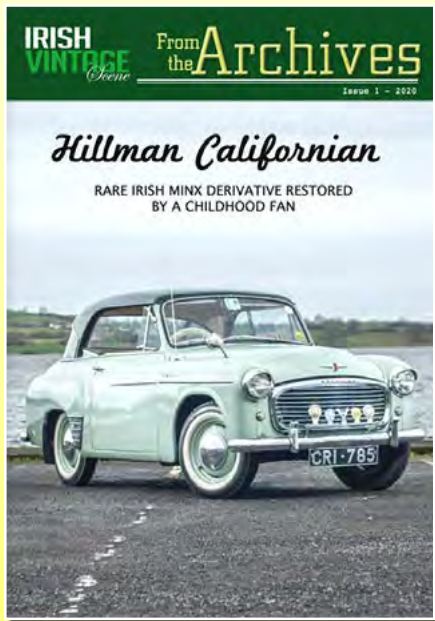


*Bench seat and right-hand clutch and brake pedals were to facilitate the carriage of a passenger.*



## PAST ISSUES

(Click to view)





Cobh-man Troy McKeown's Escort Mk1 is back on the road after a serious restoration; stay tuned for more on this one.

## From the Archives

ORIGINALLY PUBLISHED IN ISSUE 41 OCTOBER 2009

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(L-R) Avlyn, Calvin, Glenn, Ina and Finbarr McKeown from Cobh were looking forward to taking part in the Saturday run in Finbarr's fine 1928 Willys Knight sedan.



91-year-old Tom Barrett (seen here with Billy and Teresa Howlin) came all the way from Milford Haven to take part with his '63 Hillman Minx convertible.

# YOUGHAL CLASSIC CAR & BIKE EVENT 2009

There can be few prettier places to spend a sunny weekend than Youghal in East Cork, as its panoramic ocean views and historic architecture are simply stunning.

Words & Photos by Andrew Pollock [andrew@irishvintagescene.ie](mailto:andrew@irishvintagescene.ie)



Tom Burke's '67 Beetle has all the right bits, and turned lots of heads on the Saturday run.

Ok, that's the Bórd Fáilte bit over with, as when my clattering diesel motor carried me into the town on the 23rd of May I was only looking for one thing; classic cars and bikes. The Youghal show has become something of a local jewel over the last few years, as it regularly attracts the finest of motors from both Southern Ireland and the UK, thanks to its relaxed atmosphere and excellent venue at the Summerfield Bar. Indeed, this event is more informal than most as it isn't organised by a club, but rather a group of local enthusiasts who really push the boat out in order to give the participants a great weekend of it. There is no entry fee at the gate, so the public are free and welcome to wander in and check out the machinery on show, and a long list of impressive trophies sponsored by local businesses are awarded at day's end.

The Saturday before the main Sunday show features a road run, which this year travelled in a circular route from Youghal to oh-so-picturesque Lismore, passing through Piltown, Villierstown and Cappoquin en route. A clever aspect of this run, and an indication of the careful planning of the entire weekend, is that there are no right turns on the route, minimising any danger arising from old vehicles using semaphores or small indicator lamps. My attempts to head off the run to snatch some photos of the participants entering Lismore were thwarted by the steep hills outside Youghal on the way to Tallow, which had my poor little diesel Vento down to third gear, and even second on occasion. I was clearly no match for the E-type Jaguars, Yank V8s and sporting Fords of some of the participants, and as I rolled into Lismore most of the pack were already safely parked up and tucking into their lunch. Mental note for next year; get a less sluggish chase-car. On return to Youghal the entrants assembled at the Quality Hotel just outside the town to enjoy music, refreshments, a small awards ceremony and the spectacular views overlooking the sea.





*Stella Perks and Sal Tivy-Perks were getting into the swing of things in a 1924 Humber tourer.*

The Sunday dawned just as sunny and clear as the previous day, and cars were rolling in the gate from 10am onwards to get a good place on the lawn outside the Summerfield Bar. Again, a great turnout of around 380 high quality car and motorbike exhibits marked out the event, including seven cars from the Welsh Pembrokeshire Classic Car Club and five Corsairs on display by the Corsair Owners' Club; see our photos for just a taste of the weekend's fun. Over €1,500 was also raised by a raffle for The Friends of St. Raphael's, who work with the intellectually disadvantaged in the East Cork area; well done. As we go to print the organisers have informed us that the dates for next year's event have been set as Saturday the 29th of May 2010 for the run and Sunday the 30th of May for the show, and in a change from the original recipe the entire event will be based at the Quality Hotel in Youghal. With this move to a larger and equally picturesque venue we can see this show going from strength to strength, so next year's installation is certainly worth a look; for more info as it arises, see the new event website [www.classicwheelsireland.com](http://www.classicwheelsireland.com).



*We bet that Jim Byrne enjoyed his spin from Glanmire in his '54 MG TF on such a fine morning.*



*Shane and Suzanne Houlihan's 1932 Alfa 8C 2300 is the real deal, and got a lot of attention over the weekend, not least from myself.*



*This tasty 2.1-litre Escort was the transport for local-man Michael McMahon on the day, along with his kids Dale and Leah.*



*Past feature bike owner Eamonn Galvin has another stunning machine on the go; this 1973 Honda CL450 originally came out of Michigan, and it unsurprisingly picked up a prize at Youghal.*



*The Yamaha RD350A is one of the legendary two-strokes of the seventies; Barry Hyland's '74 is a fine example.*



*Members of the Pembrokeshire Classic Car Club from Wales had seven cars in attendance, and here with two of them ('66 Vauxhall Victor 101 and '70 Cortina 1600E) we have Mike and Pat Phillips, Ann and John Griffiths and Marilyn Hay.*



*Another lovely Escort taking part was the '76 1.3 saloon of Oliver and Eileen O'Meara from Douglas in Cork.*



*Just one of the rare cars on display was this 1954 Ford Consul convertible owned by Michael and Enda Lavin from Clonmel.*



# A STITCH IN *Time*

From  
the Archives

ORIGINALLY PUBLISHED IN ISSUE 62 JULY 2011

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*With its 'coffee-grinder' gearchange, belt drive and an engine crankcase integrated with the frame, this 1913 Bradbury is a bit of a mechanical marvel.*



*RIGHT: Austin is a familiar sight at countless vintage and classic events all over the country, and usually arrives on a vintage motorcycle too.*

BRADBURY & CO. WERE ACCLAIMED AS THE MAKERS OF THE FINEST SEWING MACHINES AVAILABLE IN THE LATE 1800S, BUT THEIR LITTLE-KNOWN MOTORCYCLES OF THE EARLY 1900S WERE ALSO HIGHLY RESPECTED, AND BROKE MANY RECORDS IN THEIR DAY.

Words & Photography by Andrew Pollock [andrewirishvintagescene.ie](http://andrewirishvintagescene.ie)



In the early era of automation and industrialisation it was pretty common practice for engineering companies to produce a diversity of machinery. Back then it seemed you had single operations producing everything from heavy industrial equipment to bicycles to aeroplane engine components, such variation hopefully ensuring that the overall company would flourish in order to be able to diversify even further. However, in the economic conditions that surrounded the two world wars the smaller companies tended to be swallowed up by the larger, more successful ones, resulting in the kind of gigantic corporations we are left with today. One such engineering works was Bradbury & Co. Ltd, a now forgotten outfit that was a European leader in the manufacture of sewing machines in its time. Founded in Oldham, England in 1852 by George Bradbury and brothers Thomas and Frederick Sugden, the company's sewing machines became so successful so quickly that the construction of their new and impressive Wellington Works began in 1866, its name giving rise to the 'Duke's Head' logo that would become the company trademark in the years that followed. By the end of the 1800s Bradbury & Co. were manufacturing around 30,000 sewing machines per year, and had already expanded into wheeled and static baby cradles or 'bassinetts', as well as bicycles; it was the latter that was the most indicative of what was to come, as in 1901/1902 the first Bradbury motorcycle was built, using a Minerva engine mounted to one of their own bicycle frames.





*The chain and pedal arrangement on the left are the kickstart system, which unusually swings clockwise. Note also the adjustable 'town & country' exhaust on the bottom right.*

It was to be the beginning of 1903 before structured motorcycle production started, when Bradbury exhibited a range of machines at London's Crystal Palace Motor Show, using engines of their own manufacture. A distinctive feature of these was their crankcase, which was mounted as a fixed part of the cycle frame into which the reciprocating internals were fitted, a strong and lightweight system which would be a trademark of the brand for several decades thereafter. Accolades soon came thick and fast, with Bradbury machines of various types winning extensively in reliability trials and endurance tests. They weren't just tough, they were fast too; hillclimbs and speed trials were also won, and during 1911 and 1912 Bradbury motorcycles broke the existing records for the Malin/Mizen and John O'Groats/Land's End runs, both by considerable margins. To supplement the single-cylinder 3.5hp that formed the basis of the marque, several new engines were developed during the teens including a longitudinal flat-twin and a V-twin, and the company's winning ways continued through World War One, with four British and world records being set at Brooklands in 1922. However, the same writing was on the wall of the Wellington Works as in those of other motorcycle manufacturers at that time, and the concern folded in 1925 after an admirable production run of some very fine motorcycles.



*In wet weather Austin tells us that the spark plug regularly arcs off the fuel tank, which is only millimetres away.*



*LEFT: The 'Duke' was a trademark of all later Bradbury products, a nod to their Wellington Works headquarters.*

IF THE BIKE LOOKS WELL-USED, THEN THAT IS BECAUSE IT IS; AUSTIN ISN'T PARTICULARLY INTERESTED IN "MUSEUM PIECES", AND IS MORE COMMONLY FOUND RIDING VENERABLE MACHINES LIKE THIS ON THE OPEN ROAD RATHER THAN AT HOME POLISHING THEM.

As Bradbury & Co.'s demise occurred over eighty years ago, you won't exactly be falling over their models at vintage vehicle events these days, particularly one with any kind of Irish history. Nevertheless, there are a couple of Irish survivors with stories to tell, both known examples of which are owned by Austin Ryan from Durrow, Co. Laois. Austin is well-known to many readers thanks to his involvement in the old vehicle scene in Ireland, particularly in the area of motorcycles, as well as being organiser of one of the biggest events on the calendar, the Durrow Vintage Show; his regular show correspondences in this very magazine are yet another string in his bow, and he is a familiar sight at events all over the country, usually to be seen on a well-worked pre-'40 motorcycle! Austin was handed down the bug from his father, Seamus, who was a well-known and respected member of the vintage community in his time, and between the various members of the Ryan family there has been assembled a very interesting collection.

One of these is the motorcycle on these pages, a 554cc Bradbury single that was bought new in 1913 by the Rev. Martin Quinlan from Killeagh, Co. Cork. Now Bradburys of any kind are scarce, but to find an original Irish one is a rare feat indeed. Having been bought by the late Jim Hennessy in 1961, it rode in the very first National Vintage Motorcycle Assembly in 1967, and was subsequently used by Jim's daughter and son-in-law. Austin took ownership from them in 2000, when the machine was a mere 87 years old, and since then has kept its tradition going by riding it on the National run as well as a number of Slievenamon rallies. If the bike looks well-used, then that is because it is; Austin isn't particularly interested in "museum pieces", and is more commonly found riding venerable machines like this on the open road rather than at home polishing them. With this in mind, the first step taken when he bought the Bradbury was to get it running, not to start painting and detailing; new tyres were fitted, the magneto was repaired and a number of minor tasks were completed before it was deemed ready for road, and the road is pretty much where it's been since.



*The two-speed gear cluster on the left is operated by a 'coffee-grinder' lever, and drives the rear wheel via a belt. The inside of the belt rim is acted upon by the wooden-block footbrake.*



*Austin has owned the enamel dealer sign longer than he's owned the bike, and managed to pick up a Bradbury sewing machine at the Dorset Steam Fair in 2007. Now he's on the lookout for a Bradbury-built bicycle to complete the set.*

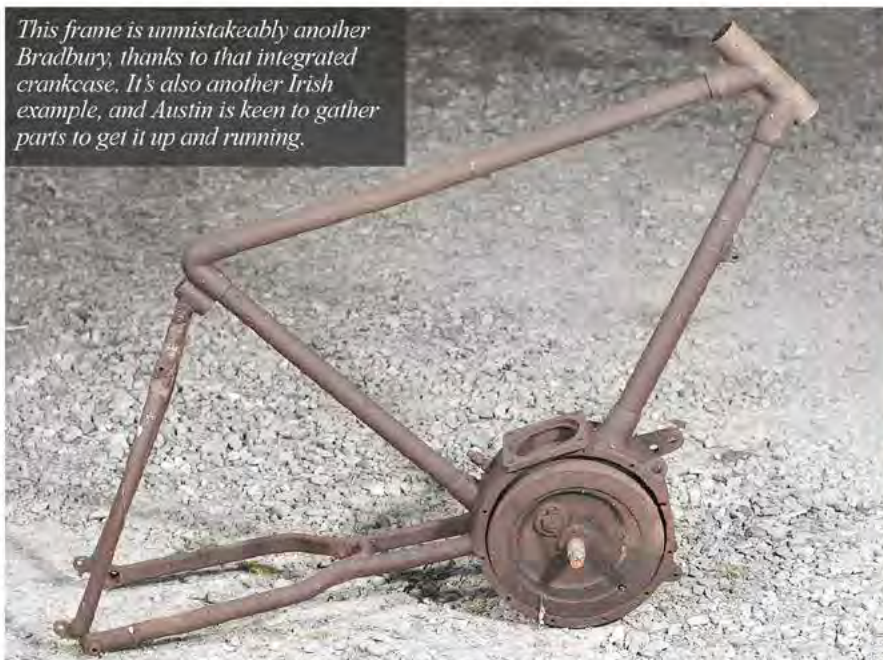


The Bradbury single is packed with interesting and unusual features. The most noticeable of all is that highly unorthodox frame, which has the circular engine crankcase built into it. Attached to the side of the motor is another oddity; the two-speed 'coffee grinder' gear system (so-called because you twirl the gear selector around as opposed to slide it along), said to be based on an NSU design, which drives the rear wheel via a belt. The appearance of the large belt cover suggests that there should be a cover on the side, but Austin confirms that there was no such cover fitted to these machines, so all of the transmission workings were pretty well exposed. Amusingly (or alarmingly) enough, the tip of the spark plug is situated millimetres from the bottom edge of the fuel tank, and Austin reports that on a wet day you will regularly see the plug arcing onto the tank as you ride along. The exhaust is described as a 'town and country' system, and features a sliding baffle which can tone down the engine's otherwise roty note for riding through built-up areas, particularly at night. To further assist in night-time forays, a full acetylene lighting system is fitted, although we can't see even Austin using this setup at night on a regular basis! Beneath the pipework of

the lighting system the Bradbury is rakish and sporty in appearance, an indication of its sporting pedigree, and Austin tells us that the performance is surprisingly punchy on the road, and it is well-able to clip along at a fair old rate. The stirrup front and wooden-block rear brakes, however, are enough to sober the most ebullient rider, and as Austin says, it certainly needs some experience to operate properly on the open road.

Earlier on in the feature I mentioned that there are a couple of Irish Bradbury survivors; well the second is the rather sorry bare frame visible in these photos, which shows off the integrated crankcase to good effect. Austin is on the lookout for parts to rebuild this second machine, so if anyone can help he would be delighted to hear from them. As he also has a Bradbury sewing machine, he is also on the lookout for one of the company's bicycles, so drop us a line at the magazine if you can assist in any way. It looks like Austin could have something of a 'shrine' to Bradbury & Co. before long, which is no bad way of marking the existence of such a worthy manufacturing concern.

*This frame is unmistakably another Bradbury, thanks to that integrated crankcase. It's also another Irish example, and Austin is keen to gather parts to get it up and running.*





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# FAMILY

Although almost a forgotten entity today, Guy Motors were a long-lived and highly innovative company. Eventually to become yet another casualty of the British Leyland 'rationalisations', Guy vehicles earned their reputations in a variety of different markets including trucks, buses, military vehicles and even cars.

Words & Photos by Andrew Pollock, [andrew@irishvintagescene.ie](mailto:andrew@irishvintagescene.ie)

From  
the **Archives**

ORIGINALLY PUBLISHED IN ISSUE 34 MARCH 2009

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# GUY

*Three generations  
of Kiely truck  
enthusiasts; L-R  
Ned, Bill and  
8-year-old Billy  
Junior.*



In most walks of life there are those who follow the herd and those who make the effort to push the boundaries. In its heyday the Guy Motors concern was just such an innovator, and succeeded in introducing many new developments in vehicle design both heavy and light. This was thanks in the main to founder Sydney S. Guy, who established his own company in Fallings Park, Wolverhampton in 1914 after many years of experience with several notable marques including Sunbeam. A clever engineer with his own thoughts on how things should be done, one of Guy's first projects was the development of a new commercial vehicle using a lightweight frame as opposed to the notoriously heavy chassis' of the time. This quite revolutionary machine quickly earned success as both a goods and passenger vehicle, and put Guy on the map. However, this map was changed just as quickly by the First World War, when Guy's production facilities were commandeered for the Allied war effort. Nevertheless, Guy once again came up trumps when the quality of their munitions and aero-engine production notably exceeded the average.

In 1920 Guy expanded into the car market, starting with a luxurious tourer which featured a Guy-built V8 engine, Britain's first V8 in fact. Smaller four-cylinder models were subsequently offered, but the operation didn't prove very profitable and in the mid-twenties Guy reverted their concentration back to commercial vehicles (although Guy did later acquire the Star Motor Company, who had cars as part of their line-up). The following decades saw Guy's innovations come thick and fast, with highly-developed engines with 'proper' removable cylinder heads, early examples of articulated trucks, low-floor buses (now the norm), electric trolleybuses, a variety of military vehicles and some of the first double-decker buses. The Second World War found Guy well-placed to capitalise, and once again their production of both civic and military vehicles was the stuff of repute.





*As found; although at a glance it looks sound, appearances are deceiving...*



*The usable remains of the cab after stripdown!*

**It turned out the owner was under pressure by the environmental agency to clean up his site, and if the Guy wasn't gone in a week it would be meeting the wrong end of a grinder! Bill wasted no time, and after a bit of haggling he succeeded in securing the Guy for a good price.**



Unfortunately, nothing is set in stone and all good things must come to an end. During the fifties and early sixties Guy suffered from a number of hits, one being its failure to deal adequately with the decline in popularity of the UK's trolleybus fleet, which is surprising given the company's previous reputation for forward thinking and innovation; even their existing models were falling behind the competition due to lack of ongoing development. Guy Motors had since its inception become one of the largest employers in Wolverhampton, which had increased to a workforce of many thousands following WW2, and so when times began to get tough the company found itself with a huge plant to run, plus a huge staff; following a couple of poor business decisions the writing was on the wall, and Guy found itself in receivership in 1961. Jaguar bought the ailing company as a going concern, and managed to

turn its fortunes around with the introduction of a new truck range. Known as the 'Big J' range for 'Big Jaguar', the attractive Motor Panels-built cab was bang up to date and was available with a selection of tried and tested power units from the likes of AEC, Leyland, Cummins and Rolls-Royce, along with the usual variety of chassis lengths and axle configurations. Things looked like they were on the way up, but Jaguar's gradual slide into the jaws of British Leyland and all of its subsequent woes spelled the end. In 1982 BL made the widely-criticised move of axing Guy Motors along with its factory and associated staff, an ignominious end to a once glorious 68-year lifespan.

Assembled here at different times by Harris (now of Ilino fame) and Booth-Poole of Islandbridge, these trucks were very popular in Ireland thanks to the efforts of active dealers

like B&D of Kinsale Road, Cork. Today however, a Guy truck is a very rare sight indeed thanks to the ravages of rust and duty. So, when Irish Vintage Scene heard last year that classic truck enthusiast Bill Kiely from Milford, Co. Cork was nearing completion of his Big J project, we had to find out more. Bill, who is well-known by truck fans in both Ireland and the UK thanks to his involvement in both the Charleville Vintage Show and the West Cork Commercial Run, comes from a long trucking heritage; his grandfather Ben and father Ned were both career hauliers, and when Ned retired from the cab in '95 Bill himself took over the Kiely Transport mantle himself for several years. Bill's mother Rita even comes from a trucking family, as most of her family drove for local creameries many years ago. Nowadays however Bill's time is given over to the mechanical aspects of the truck business,





*The repaired cab structure being reunited with the primed chassis.*



*Plenty of new metal to be seen here in the arch/step area; note the nicely formed step panel on the left, shaped from steel sheet by Bill. Nice work sir!*

and when not at the day job he and Ned can normally be found out in the garage tinkering with their impressive collection of classic machines. Oldest in the collection is a 1947 Bedford M similar to trucks Ned would have driven back in the early days (and which was bought for him by Bill as a surprise restoration project several years ago) while the newest is a Scania 82M that was bought new by Ned in 1982.

While he had been on the lookout for a new project, Bill came upon this Big J quite by chance; it had been lying derelict behind a garage near Carrick-on-Suir for many years, and one day after one of his collections was cancelled in the area, Bill decided to pop in for a look. It turned out the owner was under pressure by the environmental agency to

clean up his site, and if the Guy wasn't gone in a week it would be meeting the wrong end of a grinder! Bill wasted no time, and after a bit of haggling he succeeded in securing the Guy for a good price. A rare model with an original Cavan registration, it might have been a bargain but it was also a huge pile of rusty metal; a bush was growing under the chassis and out through the cab in places and the doors couldn't be opened for long in case they took the sides of the cab with them, but as a consolation it was very complete and the AEC AV505 straight-six engine was actually running pretty well. It is thought that the Guy was originally operated by Fletcher's timber merchants of Killashandra, Co. Cavan, and before it was laid up it had seen duty transporting circus equipment and amusements.

Once installed in the family garage, Bill and Ned took stock of their purchase and decided that, in order to restore the cab, another good donor would be needed as repair panels for these trucks just don't exist. After advertising everywhere he could think of, Bill eventually turned up a Big J cab for sale in Hertfordshire in the UK, but when he went to collect it he couldn't believe his eyes; the truck's chassis had been stripped of its axles, mounted on a frame and was being used to power a corn dryer! Nevertheless the cab was fairly intact (although still pretty rusty), and was brought home on the low-loader after extricating it from its awkward location. Bill and Ned's resolve was tested to the limit when, on comparing the two cabs, it was revealed that they were both poor. These are the times when a project will either sink or swim, but the Kielys kept the foot down





*Stainless steel exhaust was fabricated from scratch, and sounds great.*

**Thanks...** Bill and Ned would like to thank the following for their help during the restoration: Paudie O'Sullivan for collecting the truck, John Bradley and his crane for lifting the cab, Tommy Crowley for finishing the welding and making the exhaust, Timmy Cullotty, Tom O'Connor and Ray Barry for assistance during the restoration, John O'Sullivan for the upholstery and Terry Bonner for the paintwork.

and got on with the job. After stripping both cabs to their bare frames, the good parts were salvaged and assembled like a giant jigsaw puzzle. Bill cut and shaped new panels and tack-welded them into place, before friend and fitter Tommy Crowley put the finishing touch to the welds at a later stage, and after a fashion the cab was finally ready for paint. There was no debate about what colours it would be, the 'blood and bandages' red and white of Kiely Transport were the obvious choice, and were expertly applied by Terry Bonner.

Once the cab had been removed from the chassis, the mechanical refit began in earnest. After the initial strip and clean-down, the chassis was shortened in order to convert the rigid truck to an artic tractor, which was a common practice in Ireland for many years. While the engine was a little tired it was nevertheless perfectly serviceable, and so was left alone; the same couldn't be said of

the clutch, brakes, radiator, diesel pump and injectors though, and these all came in for a full overhaul or replacement. And, if the engine ever really needs it, a friend of the family donated a new-old-stock set of pistons and liners which were obtained many years ago but had never been used.

Speaking of lucky finds, the finishing touches of a brand new bumper and grille badge came from a man from Cork, who had gotten them from B&D when they were closing down. The chrome J on the front was another lucky find in a UK scrapyard after a long search. Once the trim was refitted, the interior was thoroughly cleaned up and reinstated in the as-new cab, which had in turn been reunited with the newly-shortened chassis; if it wasn't for the Cavan registration plate you wouldn't think it's the same truck, such is the extent of the transformation. It's certainly one of the most impressive 'before & after' projects we have come across, and when the Guy made its

debut at the Ford & Fordson Show in Cork's Showgrounds last year it went down a storm. Cork had been home to many hundreds of these trucks thanks to B&D's agency there, but a Guy truck hadn't been seen there in many, many years, so to say it stirred up some nostalgic stories from onlookers would be an understatement. Travelling the roads around Bill's hometown of Milford in the Big J certainly brings home to us how much truck technology has moved on in the intervening years; the 146hp engine, 5-speed gearbox and Eaton 2-speed rear axle endow the truck with a top speed of around 45mph, but even this can be a struggle to maintain because of the bouncy, stiff ride, which we suspect would prove very tiring on a daily basis! Nevertheless, the Big J is perfect for tooling around to shows and taking part in road runs, and as Bill's son Billy Junior is a big fan of the machine it is unlikely to be leaving the Kiely family any time soon.



*AEC straight-six was a well-proven unit, and has proven its toughness in this application as it hardly needed to be touched during the project.*



*The Kielys are synonymous with Milford thanks to their haulage days.*



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# TECH WA

Words & Photography by Andrew Pollock [andrew@irishvintagescene.ie](mailto:andrew@irishvintagescene.ie)



## Archives

ORIGINALLY PUBLISHED IN ISSUE 2 AUTUMN 2011

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*The 15in wheels, wide rear track and carbon fibre components of this Escort mark it out as a Modified-Class competitor, one of only a handful of Mk1 Modifieds in the country as the Mk2 is far more popular in this guise.*



RS



*Father and son Donie and Daniel have a long-standing passion for motorsports, and have built this Escort not only to be highly competitive, but also to be very well-presented in all areas.*

**The Mk1 Escort is a hugely popular choice for historic rallying thanks to its legendary competition pedigree, but pack one with modern-day race technology and you can take on the hugely competitive Modified Class, as this recently-built beauty testifies.**

It mightn't have had a turbocharger, four-wheel-drive or an engine where the rear seat should be, but the good-old, traditionally-designed Mk1 Escort quickly became a motorsport icon following its release in 1968. The virtues of popularity, light weight and easily-modified mechanicals made the Kent-engined examples a big hit in clubman competition, while the 'big-boy' Lotus and RS twin-cam-powered versions proved their worth at the top levels of rallying and circuit racing. Since those early days the model has been in constant competition development (despite successive Escorts turning to front, then four-wheel-drive), and today are still extremely competitive in the right hands. The extent of the development of the RWD Escort platform is perhaps most evident in the examples running in Modified-Class rallying; these might look like your more traditional rally versions at first glance, but it doesn't take long to discover that these Modifieds are packing high-tech gear that was the stuff of science fiction during the Escort's production in the sixties and seventies.

Mk1 Escorts are a rare sight in Modified-Class rallying, as most competitors plump for the Mk2, making the example on these pages highly unusual. It's run by father-and-son team Donie and Daniel Lucey, who hail from Millstreet, Co. Cork and who are both dyed-in-the-wool rallying enthusiasts. Daniel has previously competed in a Vauxhall-powered Mk1, while Donie rallied and autocrossed Mk1s 'back in the day', including one with a BRM-built Lotus twin-cam, while also working with many racing outfits including the Irish A1 GP team; Donie tells us that the rallying

bug is in the water down there, as the great Billy Coleman used to regularly pass the Lucey home while testing his Cortina and Escort competition cars in years past. "When I stopped competing I made a promise to myself that some day I would have a well-prepared, well-finished Mk1" Donie explains, "and thanks to my sons Sean and Daniel we now have that car."

Preferring the Mk1 over the Mk2 for its relative rarity on the rally scene, particularly in Modified guise, the lads laid the foundation for this rally car in October 2009 when they acquired a rock-solid two-door bodysell that had only covered 13,000 road miles in its lifetime. This was an ideal starting point for the build, as practically no restoration work had to be done before the shell was prepared for competition. "I would say that the shell took no more than a cupful of filler" Donie confirms. The expert fabrication skills of Paul Cusack were called in to convert the shell to full Group 4 specification, necessary to both strengthen the structure and to accommodate the suspension system, and an impressive weld-in roll-cage was incorporated featuring upright braces for the wind-screen bars, a new innovation in safety which we understand is due to become a requirement on rally cars in the near future. Once the shell was caged and boxed, it was placed on a rotating spit for soda-blasting, prepping and painting top and bottom, as attention to detail was to be a key element of this project from the start; local painter Dan Barry was chosen for his top quality work, as seen on many other such machines in the area, following which the build-up could begin.



Rallying is a team effort, and the Luceys enjoy the support of a loyal group of helpers for backup.



Under the bonnet can be found the tried and tested two-litre Vauxhall XE 16v. This one is dry-sumped, with a pair of twin-48 Webers, Omega pistons, steel internals, competition cams and MBE management pushing power to 220bhp-plus.





Slowly but surely the car began to come together, with the faithful sixteen-valve Vauxhall XE from Daniel's previous Escort being pressed into service once again as a lightweight, reliable source of good power. A pair of Kent cams and matching pulleys reside within the engine, above a set of Omega pistons and steel rods. The engine runs a dry-sump oil system to eliminate oil starvation to the engine under hard cornering (plus increased oil capacity and cooling), and the large Ralloy oil tank mounted in the boot improves the car's front/rear weight distribution. The Weber twin-48s are fed by a pair of Facet fuel pumps in the boot, flanked by a Ralloy tank and filler bowl, while the mixture is ignited courtesy of an MBE ignition system. The entire powertrain bristles with large-bore braided hosing with anodised fastenings, and cooling duties are ably handled by an aluminium competition radiator in the nose of the car. Harnessing the 220-odd horsepower this unit pumps out is a six-speed Quaife sequential gearbox, which provides lightning-fast flat changes without the worry of missing a gear.

Under the steel arches the first thing that strikes you about this Escort is the fifteen-inch Compomotive wheels, as opposed to the thirteens that you would find under the vast majority of rallying Mk1s. These larger rims are necessitated by the much larger brakes permissible under Modified Class specs, in this case AP Monte Carlo four-pots up front with XR3 single-pots on the rear, while Bilstein coilovers suspend all four corners of the car. The wide rear track of the car is provided by a 52-inch semi-floating Atlas axle with a 5.1 Quaife limited-slip differential, rose-jointed throughout and

incorporating a Watts linkage for maximum location. The rear end also features an adjustable anti-roll-bar system, which is a highly unusual setup to see on a Mk1 Escort; we're told that this is a brand-new setup from John Moynihan Rallying, and this car is one of the very first in the country to be so equipped. A matching anti-roll-bar system resides up front, attached to the adjustable bottom arms. Steering duties are handled by a quick-rack, which is supplemented by an Opel-based power steering system that has been modified to provide adjustable assistance levels.



Hydraulic handbrake, sequential gear shifter and steering column switch are mounted together at the same height for quick response. Note the extent of the roll-cage tubing on the left.



Boot installation was completed with the same care as the rest of the car. The dry-sump oil tank is mounted on the left, while the twin Facet fuel pumps and battery circuitry are on the right.

The engine runs a dry-sump oil system to eliminate oil starvation to the engine under hard cornering (plus increased oil capacity and cooling), and the large Ralloy oil tank mounted in the boot improves the car's front/rear weight distribution.



This car's interior is built for both 'show' and 'go', featuring great attention to detail. There are swathes of carbon fibre, including that flocked Mk2 Escort dash, and all instruments are top-notch Stack units.



Although it mightn't make a competition car go any faster, the interior is still a hugely important factor in such a build as it must provide the crew with everything it needs to concentrate on the road ahead in a safe and comfortable manner; it's also very important from a presentation point of view, something that the Lucey lads were very keen to address. To this end, the cockpit has been finished to the highest standards with top-quality components. The dashboard is a carbon-fibre Mk2 Escort unit which has been flocked to cut down unwanted reflections in the windscreen, and is packed with Stack gauges, the bright digital gear display and more carbon-fibre panelling. The switchgear has been fitted with ease of use in mind, even down to the stalk on the steering column; the spindly, fragile standard Mk1 stalks have been replaced by an all-in-one unit taken from a modern Valtra tractor, which incorporates the indicators, wipers, lights and horn

in one unit, down to the left beside the gear selector. The grippy OMP steering wheel is mounted on a very trick, flip-up hub ("it makes getting in and out of the car very easy for the old fellas" laughs Donie), and is complemented by matching OMP buckets with side head restraints and TRS harnesses. A Teraphone intercom makes comfortable communication between driver and navigator possible over the shrieking transmission and barking engine induction, and a carbon-fibre roof vent and sliding polycarbonate windows provide essential cooling during our scorching hot Irish summers...

In line with its high-tech nature this Escort shunned the more traditional colour schemes of its Historic brethren in favour of a more modern graphics package, which when combined with the matching blue 15in wheels and smattering of carbon fibre exterior components gives it a very distinctive

appearance. The build of this highly impressive machine was only completed at the end of 2010, and is still in the development phase; its first outing was as a 00 car on the Fastnet Rally in West Cork last October, with the Halloween Stages Rally in Carrick-On-Suir following shortly afterward as a shakedown run. "We were asked to bring it down to the launch" Daniel explains, "and in the end we finished 22nd overall, and 6th in class". This very promising first outing is even more impressive given that the crew found out the piston rings were shot during the event, leaving the engine smoky and down on power. As we go to print the engine has been newly rebuilt and run in, and Daniel and his co-driver Conor O'Flynn are intending to compete in the Donegal International Rally. "I'd like to do the Cork 20, which would be our home rally, and also the Killarney Historic Stages in December" Daniel explains, "mainly the ones we've always wanted to do."

**On the day of our shoot Daniel took me for a spirited run, and one thing is for sure; this top-flight Mk1 is now fully on song. Despite not really getting on with the new long shifter currently fitted to the car, Daniel can really blaze up through the gears without even pausing to clutch, which really keeps the Vauxhall in its correct rev band for maximum acceleration.**





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