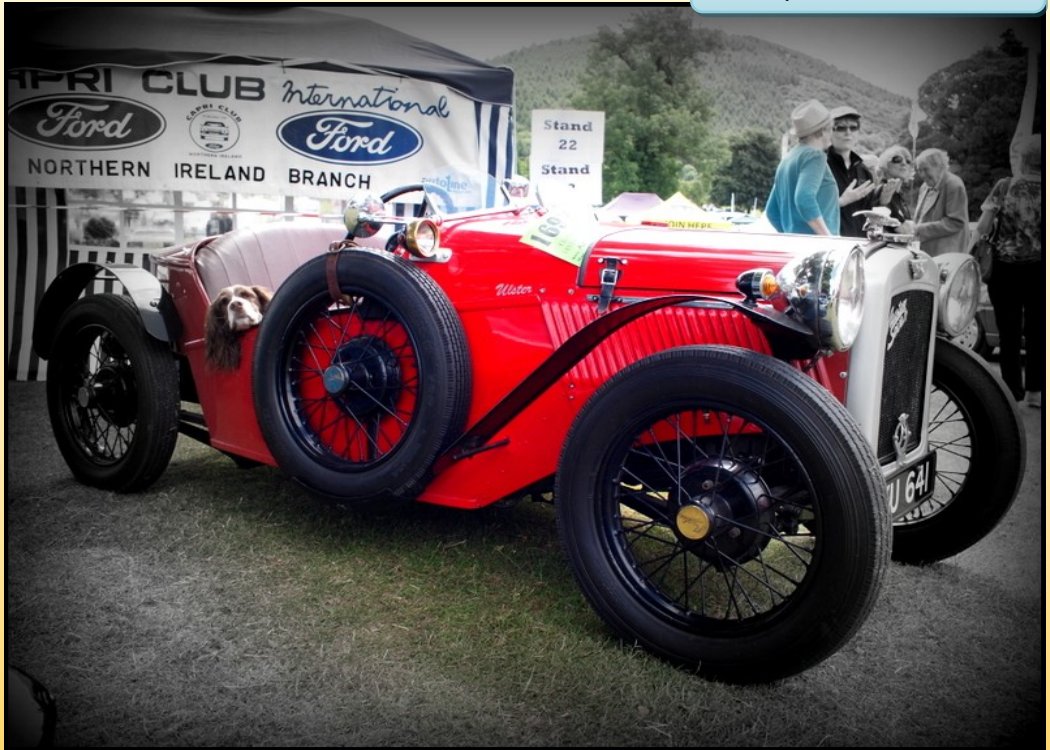




THE LISBURN OILY RAG

The Newsletter of Lisburn City Old Vehicle Club

September 2014



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★ KILBRONEY 2014

★ SOMME CENTRE

★ LE MANS CLASSIC and MUCH MORE



Ralph Bryans 7.3.1942 – 6.8.2014
World Champion 1965, 50cc class (Honda)



John Crossle 1931 – 2014

Photo Belfast Telegraph

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Front cover: Paul Hunter's Austin Seven Sports pictured on the LCOVC stand at Kilbroney 2014. Finn the dog takes a break from navigational duties.

Editor's Letter

Welcome again to another issue of our little club magazine. What a year it has been so far regarding runs and events that the club has taken part in.

Good to see that club members are now becoming more involved with the magazine and the articles are flying in about your adventures in the vintage vehicle world. Some more events to take part in before the end of the season and we will keep you all informed of what is happening.

Happy motoring to all of you and look forward to seeing you all again in the next few weeks.

Regards to all,

Tommy.

Correction

In the June issue of The Oily Rag, in the Eric Coggan article, it was stated that Eric signed on for three years service with the RAF. It was not made clear that Eric subsequently signed on twice more for three year periods, making a total of nine years service with the RAF. Also the name of Eric's friend was Jim McBratney. Apologies to Eric and his family for getting it wrong on this occasion.

The Chairman's Letter



Hi Everyone,

Well, another three months have gone by and it's time again for The Oily Rag to reflect on Club activities, visits and runs over what was a busy Summer Season. We have had some really good days out together and bearing in mind the present membership numbers, we have managed to achieve very good proportionate support for the events. Thanks to those who organised these events and thanks to all who supported them.

One of the great off-shoots of the classic car scene is the opportunity to raise funds for charity. In this regard, LCOVC have given generously and as well as supporting other groups and clubs such as the Halliday's Bridge Cultural Society and MX5 Club NI charity events, our Club has pledged to support The Mayor's Nominated Charity. This means that LCOVC have assisted The Mayor, Councillor Andrew Ewing, in his fund raising activities for Marie Curie Cancer Care and will also contribute all donations raised by the Club independently, to the Mayor's Charity total. A big thank you for your support to date and I am hopeful that you might continue to support the Mayor in his quest to raise as much as possible for this very good cause, during his term in office.

It is wonderful to see that more members have contributed material for The Oily Rag; thank you and please continue. A big thank you also to those who have taken out advertising in our newsletter; you and the contributors make our little venture possible.

Last, but not least, may I extend a hearty welcome to any new members and hope that they enjoy being involved in our vibrant, developing Club.

Safe and Happy Motoring,

Sammy

KILBRONEY 2014



Saturday 21st June turned out to be a glorious sunny day for LCOVC to pitch camp in the beautiful surroundings of Kilbroney Park, Rostrevor for the annual Vintage Car Show. Kilbroney always seems to attract a wide range of vehicles and this year was no exception, with many fine examples turning up from north and south of the border.

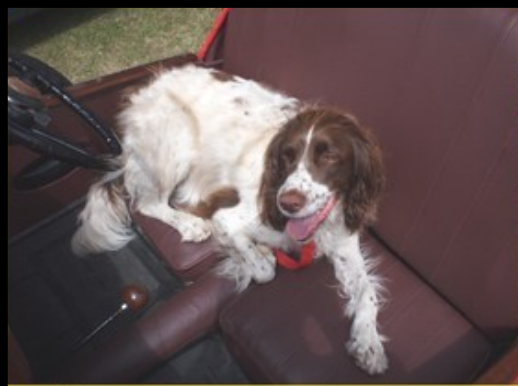
The LCOVC stand was again very well attended by Club members and guests and the event as usual attracted a large number of Club entries with two first time appearances on the LCOVC stand in the form of Raymond McMullan's very rare Talbot and Neil Wilkinson's immaculate Porsche 911.

Visitors and guests were welcomed to the stand and offered light refreshments and at lunch time Gloria presented Eric with a personalised birthday cake to mark his 80th. Needless to say, he had plenty of assistance with disposing of it!

This year it was decided to hold the customary barbeque towards the end of proceedings in order to allow the mass exodus of vehicles to take place and so avoid the traffic jams. Sammy was at the controls of the BBQ and soon produced more than enough tasty burgers, hot dogs and chicken to satisfy all present.

Thanks are due again to Wilbert Patton for organising our entries and stand.

Above: Mark, Martina and Susan sure know how to pack a picnic





Kilbroney 2014



Gloria presented Eric with a Birthday Cake to mark his 80th



HALLIDAY'S BRIDGE CULTURAL SOCIETY
in association with HILLSBOROUGH CRUK



ANNUAL VINTAGE RUN 2014

The weather was not so kind to the organisers of this year's run in aid of Cancer Research. Nevertheless, there was a respectable turnout of vehicles of all descriptions and LCOVC were well represented.

After the run, on return to Hillsborough, the entrants as usual, were made very welcome at the Orange Hall, where Dr. Helen Fullerton, MBE addressed those present and thanked all who contributed to the evening.

The usual superb supper was again provided by Hillsborough District LOL No. 19

The Chairman chatting to two stylists from the MX5 Club about his new love.



LCOVC Supports MX5 Club NI
At Classic and Sportscar Show
Lisburn Rugby Club,
Saturday 28th June 2014

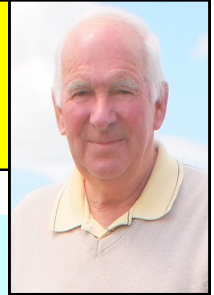
Lisburn Rugby Club was the venue once more for the 2nd Classic and Sports Car Show organised by the MX5 Owners' Club, Northern Ireland.

LCOVC again fielded a very reasonable fifteen vehicles, ranging from Raymond Warwick's BSA 'Winged Wheel', Paul Hunter's Austin 7 and the McMullans' Mercedes and Jensen Interceptor (not to mention the Chairman's MX5, oops).

After the daytime show, some LCOVC members took up the option to attend the evening barbeque. The day raised over £1000 for Marie Curie.

Restoration Tales

A Nostalgic Recollection by **RAYMOND WARWICK**



As a young lad, approaching my 15th birthday, I was looking forward to getting a motorcycle licence and exploring the highways and by-ways of Northern Ireland, a scenario limited to date by my ability to cycle little more than 20 miles or so. As the date approached the need for a suitable means of transport was uppermost in my mind. During the school holidays I worked in my father's hardware store in Lisburn. A considerable proportion of trade was with the farming community, many of whom were loathe to part with their hard earned cash in order to settle their accounts with any degree of undue haste. It was decided that an auto cycle be purchased in order that a member of staff could visit the more reluctant debtors and at the same time canvas for orders for seed, fertilisers etc. This worked with some success until one day the Raynal auto cycle, as it was, returned to the shop emitting an ominous rattle. The diagnosis was dire as the crankshaft bearing was obviously in a poor state of health. And so the auto cycle ended up reposing adjacent to the sand pit and eventually became part of this pit.

However, undeterred by the task ahead and eager for mechanised transport, I dug out the auto cycle and commenced to strip it down. My knowledge of engines of any sort was, to say the least, limited but with little to lose I eventually got to the heart of the problem which was, as suspected, a big end bearing.

It was then off to McIntyre's in May Street with the offending part in order to have it re-ground and the bearing renewed. It was some weeks later when the first problem arose. I travelled on the bus to Belfast to pick up the repaired part and returned with it (almost) to Lisburn. I am prone to daydream and mentally plan ahead when engaged in a project and this might explain why I got off the bus without the part. However the part eventually turned up in the lost property office much to my relief.

RAYNAL AUTO
THE POWER ASSISTED BICYCLE



The reassembly and refurbishing was duly completed and the engine was running satisfactorily.

The Raynal auto cycle was manufactured between 1938 and 1950 and cost the princely sum of £18-18s-0d. It boasted a 98cc Villiers engine a top speed of approximately 25 mph on the level. The front suspension consisted of a leaf spring which located in the headlamp bracket at the top. This allowed the front wheel to travel forwards and backwards and gave a boat-like feel to the ride. However under

severe front braking this system caused the cycle to rear up alarmingly. Rear braking was of the back pedal type which usually worked ok but sometimes required a backward 360 degree back pedal before it engaged.

Anyway having got the machine working a friend, who now owned a James auto cycle, and I set off on many excursions. During one of these trips we found ourselves at Spelga Dam. In the interest of speed and economy we proceeded to free-wheel down the steep and twisty descent. At the bottom of the hill I engaged the clutch to start the engine with no result other than, to my dismay, seeing the flywheel continuing the journey on its own having disengaged from the shaft. The flywheel is located in place by a cotter pin which is about the size of half a five pence coin and this was now missing. We were sitting on a wall contemplating the prospect of walking back up the hill, a distance of about one mile, in the vain hope of finding this tiny but essential part, when I suddenly spotted the pin lying virtually at my feet. The flywheel was then replaced, timing set, and with great relief we continued our journey. The Raynal was replaced with a BSA Bantam followed by a Francis Barnett with little or no subsequent disasters until the next episodes concerning MG's.



These days Raymond gets his auto cycle 'kicks' with this BSA Winged Wheel bicycle which he has restored. The BSA Winged Wheel sold in fairly large numbers before being eclipsed by mopeds and in particular the NSU Quickly, which eventually gave way to the iconic Honda 50 step through.

Joe Evans

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SOMME HERITAGE CENTRE VISIT

SOMME
HERITAGE CENTRE

By David Seeds



Neither the Wimbledon Ladies singles final nor practice day for the British Grand Prix prevented a large turn out for the LCOVC's outing to the Somme Centre and the Drumawhey Junction miniature railway. Following a hearty breakfast at Dobbies Garden Centre, twenty-two members and friends in thirteen vehicles made the journey to Conlig. The weather was warm and sunny as we left Lisburn and those of us who could kept the hoods down for the journey.

We were met at the Somme Heritage Centre by our guide for the tour, Derek. The Somme Heritage Centre examines Ireland's role in the 1st World War, with special reference to the cross-community involvement of the three local volunteer Divisions: the 10th and 16th (Irish) Divisions and the 36th (Ulster) Division. Our guide took us back in time to 1910 where we learnt about the Home Rule Crisis, the recruiting and training of men for the war and life in the trenches. A couple of us were chosen as guinea pigs to show how even the smallest of men or boys could be measured as 5' 3", the minimum height for a volunteer, and how the partially sighted could be 'assisted' to pass the compulsory eyesight test. It was also sad to hear that the ages of the fallen ranged from 14 year old boys to 65 year old men, even though the official age limits for volunteers was 18-45.

Whilst parts of the tour were sprinkled with humour, the overriding memory of the visit was the horrific conditions endured by all who fought at the Somme and the debt of gratitude we owe those who made the ultimate sacrifice. Even for those who made it back, the memories of fallen friends and, in the case of the Irish Divisions, the hostility received from their fellow countrymen on their return, made it difficult to slot back into a normal life. One particularly poignant moment for my wife Karen and I was during the final audio visual show, when they showed photos of the Somme survivors, including a picture of Karen's great uncle, William Calvert from Lisburn, who we both remember fondly.

All Aboard at Drumawhey Junction



By David Seeds

When our guide (at The Somme Centre) learnt that we were travelling on to Drumawhey Junction, he conveyed to us that he had previously taken groups of 80-90 year old men on outings to Drumawhey and watched them transform into 8 year old boys for the day. Of course the members of the LCOVC are much too sensible and mature to be affected in such a way by a simple miniature railway. However, one member did claim that they saw alligators attacking their train by the river and that a journey bear tried to jump into their carriage from a nearby tree. Another even claimed that on their train journey they saw the Seven Dwarfs coming out of the mine shaft after a hard days work. Several others were heard doing Boxcar Willie impersonations but Boxcar Brian's tribute act has no need to be concerned about any competition from the Lisburn area!

The tranquil surroundings of the railway station provided the ideal setting for our picnic lunch, where we sat in the sunshine with only the sound of the birds and one very persistent Mercedes car alarm to break the silence.

From Drumawhey we headed in convoy towards the shores of Strangford Lough where the sight of a black cloud over Newtownards threatened our first rain of the day. The wise amongst us (Sammy) stopped for a minute to put the hood up on his MX5, whilst the not so wise (me) decided that we could ride this brief storm alfresco. Well, Sammy was right and I was wrong and five minutes later I too had stopped to pull the roof up and only just in time. The heavens opened as we made our way towards Comber with the wipers on my Midget struggling to clear the water from the screen. Although the rain stopped within a few miles, no one felt brave enough to put the hoods down again as we followed a very pleasant route around the shores of Strangford Lough towards Whiterock.

After a short 'comfort break' (a term apparently borrowed from the MG Owners Club) at Whiterock, those who had booked the evening meal headed their vehicles towards the Auld House in Moneyreagh, whilst the rest of us reluctantly broke ranks and headed for home. By all accounts the meal at the Auld House was excellent and a perfect end to the day. On behalf of the members, I would just like to say a big thank you to Tommy for organising another very enjoyable and memorable outing.



MAYOR VISITS JOHN MERCER COLLECTION

On Tuesday 15th July LCOVC members, accompanied by The Worshipful Mayor (and keen biker) Councillor Andrew Ewing, paid a visit to the John Mercer Collection of motorcycles and cars in Dromore.

On arrival we were met by Helen and John, who had prepared an 'al fresco' buffet which was enjoyed by all present. Not only were there bikes and cars to interest all the 'petrol heads', but as an added bonus Helen and John maintain a private menagerie ranging from guinea pigs, doves and fish to the star of the show, Streaky the pot belly pig.

LCOVC have pledged to support The Mayor's nominated charity during his term of office, which is Marie Curie Cancer Care. We are most grateful to Helen and John for opening their home free of charge and as a result £180 was raised for the above cause. LCOVC will continue to support The Mayor's Charity during Councillor Ewing's term of office.





Paul et Catherine Hunter rendez-vous pour

LE MANS CLASSIC 2014

Ooh la la, il est magnifique!

By Paul Hunter

Blower Bentleys, Bugattis, Rileys, MGs, Talbots, Porsches, Mercedes, Jaguars and many more of these illustrious makes were present and ready to race at the Le Mans Classic. Catherine travelled down from London in style with our friend Ron in his Lancia Aurelia, and I made my own way via Irish Ferries from Roscoff. I had a pleasant trip in the sunshine on the marvellous French roads, made even more enjoyable by the French motorists who love motorcycles and always move over to let you pass them safely.

We travelled to the circuit each day in the Lancia, parking in the inner car park which is reserved for classic cars only - a show in itself! The event itself has a quite friendly and relaxed atmosphere, especially on practice day when you have open access to all the pits where the cars can be examined in detail. The pits are divided up into the different race categories relating to the age of the cars and the order in which they race. I spent most of the time in the 1923-1930 pits with the Bugattis, Bentleys and other exotica, many of these were the actual cars that competed in the original races.

There was lots more to see away from the races, trade stands, car club stands, many of which had driven from England or further afield as a group. LCOVC trip in two year's time anyone? The Morgan Owners' Club was particularly impressive with a massive turnout and a strong local French contingent.

Le Mans Classic 2014



Ron and Catherine after arriving from London in the beautiful Lancia Aurelia



Photos: Paul Hunter

The racing itself was impressive with the traditional Le Mans start for the first three sections, taking us up to the late 60's. It was great to see the old cars being used for what they were designed to do - being driven flat out! The noise made by the older cars was wonderful as they went through the start / finish area at full throttle, but earplugs were required when the Porsches and big Mustangs and Lolas let rip, pushing the decibel level into headache inducing territory.

In all, a marvelous event with a great atmosphere. It was much more relaxed than I expected, and well worth a visit at least once to see these rare and historic cars being used to do what they were designed to do—RACE!

Le Mans Classic 2014



This is a Pininfarina bodied P4 Rover drophead. It is a one-off prototype and sadly never made production.



Photos Paul Hunter



In Part Two, We Look at the Developments of the Motorola Corporation.

Submitted by Bill Hoy

In 1934 they (Wavering and Lear) got another boost when Galvin struck a deal with BF Goodrich tyre company to sell and install Motorola radios in its chain of tyre stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and in the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first hand held two-way radio, the Handy-Talkie, for the US Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

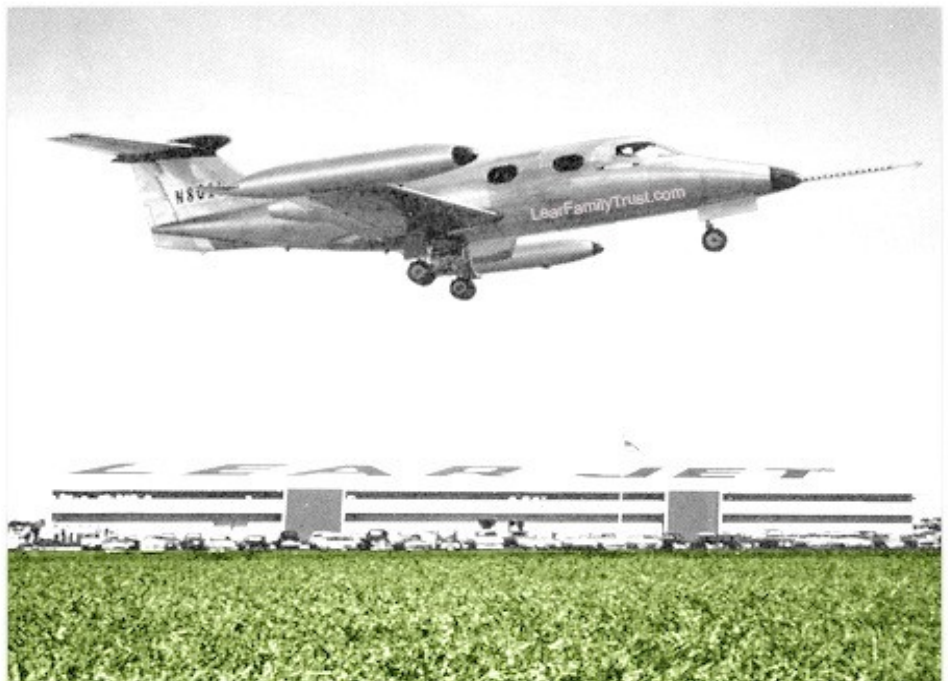
In 1973 Motorola developed the first hand held cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.



So what became of the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade).



The First Flight of Lear Jet Model 23
On October 7, 1963

Image: Lear Family Trust

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Bits and PIECES



Partners in crime, Tony McLaughlin and Conn Williamson were responsible for organising the TSCC Historic Race Circuits Tulip Run on Sunday 24th Aug.

The event was well supported and LCOVC fielded some of its finest driving pairs. With focused determination and tapping into the skills of a young navigator from Lisburn, Hillsborough driver Samuel Spence piloted the Red Baron to a well deserved first place. After accepting the winner's prize, an LED torch, Mr Spence handed it to his co-driver, who would hold the torch for six months before returning it to Mr Spence with fresh batteries.

The prize giving was held at Conn's Place, where Liz Williamson and team provided the most wonderful al fresco buffet, to round off a tremendous afternoon.

All proceeds went to Marie Curie Cancer Care. Well done those guys (and dolls).

Thanks are due again to the directors of McCreath Taylor and in particular Peter Johnston for kindly allowing the use of their premises for the latest Tech Night which was held on Tuesday 19 August.

Tech Night continues to 'grow' and the opportunity to avail of the expert services, in a social setting is proving popular. Would a Tech Day with BBQ etc be viable next year, say on a Saturday?



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The Ayrshire West Coast Truck Run 2014

By Tommy Moore

Over the weekend of the 12th—13th July I once again had the privilege of driving this lovely old Shelvoke and Drewery lorry belonging to fellow club member Peter Johnson.



The event this time was the Ayrshire West Coast Truck Run that takes place every year for vintage commercial vehicles. My trip started off on the Friday lunch time when I collected the truck at his premises on Knockmore Lane. After checking the truck and its load, a beautiful little 1929 S&D Freighter, I was off down to the Stena Line terminal at Belfast docks for the 3.30pm sailing to Cairnryan.

Arriving at the docks I met up with a few old friends in their vintage trucks who were also heading over for the run. Once we got loaded we all headed up to the truckers' lounge for a nice meal and relaxation. On reaching Cairnryan we off-loaded and headed up the road for Ayr where we all had accommodation for the night. My pitstop was the Premier Inn up at Monkton, nice room, pleasant nights sleep, but the breakfast was something else, thank goodness there was brown sauce on the table. I departed at 9.30am for the assembly area down at Ayr seafront where a good number of old trucks had already got parked up.

Departure was at 12.00 noon and 173 vintage commercials were led off along the seafront by an old Dennis fire tender. The convoy made its way up towards the Ayr town centre and at the first set of traffic lights the Police stopped us and held us there for 15 minutes until all the vehicles were in line. The roads were then closed off and we made our way through the streets that were lined with hundreds of people watching the parade.

Out past the racecourse and out into the country, the route took us out by Prestwick, Monkton, Dundonald and over towards the A76 down to Cumnock for the afternoon lunch break.

Leaving Cumnock we went out over a very scenic route across the mountains and down on to the coast road back to Stranraer. The end of the run that day was Portpatrick and the trucks were all parked up for the night. At Portpatrick I met up with a good friend Hugh Dougherty, a freelance journalist who writes a lot of articles for the vintage magazines. I spent the night with Hugh and his wife Patricia in their lovely caravan that looks out over the Irish sea towards Donaghadee and the Irish coast.



Day two, after a very tasty breakfast, Hugh drove me back down to the Harbour to where the trucks had parked up for the night. There was already a hive of activity as men and trucks were firing up for the next leg of the journey.

Departing at 10.30 am we climbed the hill out of Portpatrick in beautiful sunshine and made our way down along

the coast road of Solway Firth. Trying to read directions and drive at the same time is not recommended, so I got tucked in behind a few other old lorries and followed them along the route. After a few miles we got stuck in behind an old tractor, the trucks in front managed to get out past him but I had to stay behind as a bend was coming up.

A few more miles and I got out past the tractor but the other trucks were long gone but I was then the front truck with a few in behind me. Missed a left turn I should have taken and carried on down the road with all the trucks following me. Spotted a sign for Glenluce and made a beeline for that destination, after driving for about five miles I came to the A75 and there was the convoy coming along.

After Glenluce we turned right at the top of the hill and back onto the coast road, It was a beautiful drive, through Port William, Whithorn and on round to Wigtown where the run came to an end.

The trucks were parked up at the showgrounds and an event was taking place in the shape of a country fair with a lot of horses and carriages on display.

I was ready for some lunch and was treated to a Scottish delight of black pudding and cheese burger washed down with a tin of Iron Brew.

Due to the fact that I had to catch the 3.30 pm sailing back to Belfast I had to leave Wigtown at 1.30pm, along with a few of the other Irish boys we made our way back up the A75 to Cairnryan. Made it home for eight o'clock that night totally knackered but what a weekend, brilliant event, brilliant run and brilliant company, hope to get across again next year.

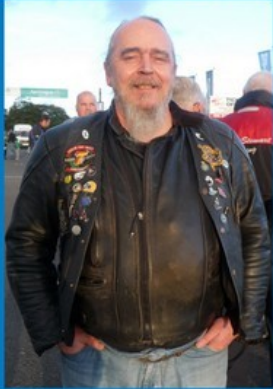


The Ayrshire West Coast Truck Run 2014

Marie Curie
Care



UGP WEEK CAR and BIKE RUN
Monday 11 August 2014



Last minute details sorted and almost ready for the off.
L to R The Mayor, Councillor Andrew Ewing, Robert McKnight, LCC
and Sammy Spence, LCOVC Chairman.

Having been drafted in at the 'eleventh hour', LCOVC and in particular Sammy Spence, stepped up to the mark to help the Mayor, Councillor Andrew Ewing, organise his Classic Car and Bike Run around the Dundrod circuit. This was one of several events which the Mayor and Lisburn City Council have promoted to raise funds for Marie Curie Cancer Care.

Despite blustery conditions and the threat of down-pour, 35 cars and 28 bikes assembled at the Lisburn Leisureplex to be flagged-off by the Mayor, en route for the Dundrod circuit. After completing a lap and pausing at the pits for a yarn, the cavalcade returned to the Leisureplex where the Council hosted a delightful buffet supper for all the participants.

Earlier, spectators and participants were able to view the experts perform their excellent trials and BMX demo and drool over an excellent display of thoroughbred Japanese racing motorcycles organised by Eddie Mateer.

LCOVC are pleased to report that £540 was raised on the night, which, added to £180 raised on the John Mercer Collection Night, makes a running total of £720 towards the Mayor's Charity Fund.

Coming Events

Saturday 4th October 2014 Archery and Picnic Run

Assembly point is Dobbie's Garden Centre for a 10.00am departure. Our route will take us through Ballynahinch, Seaforde, Dundrum and on to the archery centre at Maghera. After a picnic, either at the centre or outdoors (weather permitting) we will take part in some sort of driving competition which will count towards one of us becoming the LCOVC Champion and holder of the coveted Perpetual Challenge Cup. There will be an optional meal at The Chinese Restaurant, Lisburn Leisureplex. Please pre-book if you can so that numbers can be given to the restaurant. Tommy Moore is your organiser for this event and the cost is £8 per person.

Tuesday 21st October 2014 Club Night Speaker

Sammy has managed to secure Ronnie Trouton, MBE who will give a talk on the historic race circuits in this part of the world. This is a very interesting presentation about a time when these road circuits attracted the very best drivers on the planet. Ronnie's eloquent delivery will take you back to the Golden, but often incredibly dangerous, Age of Motorsport.

Tuesday 18th November 2014 LCOVC Annual General Meeting

The AGM will be held at 7.30pm on the above date at Lower Maze Community Hall. Nominations for office bearers can be made at the meeting or notified in advance to the Secretary, contact details at front of this Oily Rag. All members are asked to make every effort to attend the AGM.

Saturday 6th December 2014 LCOVC Christmas Dinner

This year we will meet for our inaugural Christmas Dinner at Lisburn Golf Club. This will be an evening event, shared with other groups and there will be entertainment. The cost has been set at £15 per person which is a considerable saving on normal price. As places will be limited to 25-30, please book early. Sammy is your organiser and his contact details are printed at the front of this Oily Rag.

Find us on Facebook under Lisburn City Old Vehicle Club

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