



**THE LISBURN
OILY RAG**

The Newsletter of Lisburn City Old Vehicle Club

September 2016



In this issue

**Jimmy and Marino sort the Porsche Kilbroney 2016 UGP Run
Erne Vintage Car Club Week-end Tony and Conn head for Munich
The London Motorcycle Museum and more**

The Editor's Letter

Hello— what a busy summer it has been for the club! The day out at Kilbroney was a success again with good weather and an excellent turnout from the club members.

Other events such as the Erne weekend, the Rathfriland show and the Ulster Grand Prix vintage motorcycle run kept us busy. Good reports have been received from all those who were present and enjoying using their old vehicles as they were meant to be.

As we move into the Autumn we look forward in anticipation to seeing you all at the club meetings every third Tuesday.

All the best,

Paul.

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Photo Eddie Brackenridge

Front cover:
Aidan and Caroline Verdon's beautifully restored Morris Minor Traveller. Judged Best Car at Rathfriland Show 10.9.2016.



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The Chairman's Letter

Hi Everyone,

Welcome to your Autumn issue of The Oily Rag. I think we can look back on a very successful Summer during which we enjoyed some great runs and events and I hope that we put together a varied programme with something to suit everyone.



We had another very good day at Kilbroney and the weather held up for us in an otherwise unpredictable summer. Again we had success when Raymond McMullen took the prize for the oldest car at the show with his 1912 Flanders 20.

We were again delighted to be asked by Ross Gillanders, Head of Leisure Services at Lisburn and Castlereagh City Council, to join his team in organising the Ulster Grand Prix Classic Car and Bike Run, which has become a major community event for Lisburn and Castlereagh. I am pleased to report that numbers of participants were up on previous years at 138 cars and 85 bikes. But most of all, I am pleased to record that LCOVC were able to hand over more than £1,700 for the benefit of The Mayor's chosen charity, Tiny Life. This year the starting venue was moved to Lagan Valley Island and the surroundings were a fitting back-drop which added to the spectacle of the event.

Between 19th and 21st August, a group from LCOVC attended the Erne Vintage Car Club week-end which proved to be a great success. For one of our group, this was his sixth year at the show and he has said that this was his best visit to date. We intend to make the trip to Enniskillen again next year.

Already I have been making plans for our Christmas Dinner which will be on Saturday 10th December at Lisburn Golf Club and early booking is advised.

Finally, as our Club continues to grow, may I welcome our new members and thank all our members, old and new, for their continued support.

Regards

Sammy



www.lisburncityoldvehicleclub.co.uk



MARINO ANGELONE outlines some very skilful bodywork restoration to a 1990 Porsche 944 S2, co-owned by himself and tin-work perfectionist and good friend, JIMMY OSBORNE

I first met Jimmy Osborne over fifty years ago. I used to play football with his two sons.

Years later he was my boss and we became best friends. We both shared a love of cars and that friendship has endured to this day. Over the years we have co - owned several classic cars and this story is about our 944 S2.

On January 2016 we took the decision to repair the rusted sills on our Porsche and give the rest of the car some attention too. Jimmy and I bought this car nearly 8 years ago and we have enjoyed attending many classic car shows during that time.

At one of these shows (Wallace Park) we met an old friend who was less than complimentary about the rust showing through the sills. Up until that point we had been putting it off but those negative comments gave us the incentive to finally commence work on the car.



We used Nitro Mors paint remover to expose the bare metal on the sills and they didn't appear that bad at first but as the Nitro Mors did its job things were worse than we thought.

We soon discovered evidence of a previous botched repair job prior to our ownership.



Judging by the amount of Isopon we uncovered it couldn't have been a quick fix either. You'd be surprised by what you'll discover hidden under your car's shiny paintwork.

I consider myself very fortunate to have a good friend with Jimmy's skills working on our car. Jimmy is highly regarded throughout the motor trade.

He was one of the original body shop team in Bavarian Garages. He was working on a vintage BMW and was using the lost art of lead soldering to restore the car. Word quickly spread and he was soon surrounded by the management and the entire body shop staff who had never witnessed it before. Lead soldering is extremely toxic and health and safety regulations forced its demise in the workplace. Don't forget Isopon or Bondo wasn't invented until 1955 and prior to this date all cars were assembled and repaired in this way. Jimmy used lead solder to repair the boot lid latches on our 944.



An angle grinder was used to cut away the rusted outer sills. We then noticed that the inner sills were also in need of repair. Jimmy once again fabricated all the parts required to repair both sides inside and out.



The self-tappers were only a temporary measure to hold the sills in place until we used the MIG welder.



Jimmy is now in his eighties and still has the ability and energy to shame most guys half his age. Just watching him fabricate all the parts from 20 gauge sheet steel with the minimum of tools was an education and a rare privilege indeed.

Once all the parts had been fabricated and tailored to fit, we used self-tappers and pop rivets to temporarily hold the various sections in place. We decided to use a MIG welder to weld all the parts permanently as Oxy Acetylene would distort the panels and be a huge fire risk due to the fact that the petrol pipes were plastic and in the way, hence the fire extinguisher in the background.



We soon realised that in order to weld these parts in place it would require removing both the front seats, all the carpets and the sound deadening under the carpet. We then had to remove the plastic inner guards and the plastic sills. This was not without its problems as most of the bolts had now seized, well the car is now 26 years old and everyone knows how salted roads affects our cars.

Right and below:

Sanding down all the MIG welds and using sealant to ensure a water tight fit between the various sill sections then applying filler to the joints and over the welding.

MIG welding the sills in place.



In the next issue of The Oily Rag, Marino and Jimmy finish the Porsche bodywork repairs.





KILBRONEY 2016





On Saturday 18 June LCOVC assembled a variety of top class-cars all looking their very best, including the drivers and passengers, accompanied by some four-legged friends.

The Chairman (Sammy) and helpers had picked a lovely level site on which to display our vehicles.

On my arrival Gloria presented me with a box of four little buns, topped with four candles (the Two Ronnies came to mind). These were a late celebration of my 80th birthday. I also received a beautiful card from the Club – thanks to all.

After a wander around the other sites; talking to drivers and admiring their cars I had a look around the many stalls displaying everything but the kitchen sink. Then ready for a sit down and a welcome cup of coffee and some cake.

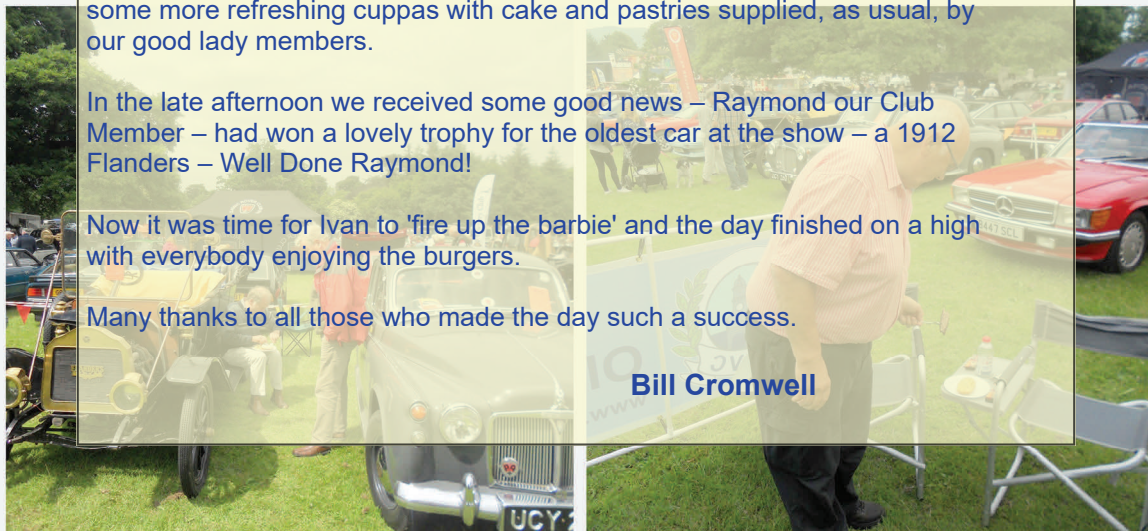
The day remained dry with some sunshine and we sat chatting and enjoying some more refreshing cuppas with cake and pastries supplied, as usual, by our good lady members.

In the late afternoon we received some good news – Raymond our Club Member – had won a lovely trophy for the oldest car at the show – a 1912 Flanders – Well Done Raymond!

Now it was time for Ivan to 'fire up the barbie' and the day finished on a high with everybody enjoying the burgers.

Many thanks to all those who made the day such a success.

Bill Cromwell



Erne Vintage Car Club Weekend

19-21 August

Words: David Bready

Photos: Moffett Gray



Lunch stop at Derrygonnelly

It was with some concern that Carol and I headed off on our first weekend away with the club as it was raining and the forecast was poor. However, the closer we got to Enniskillen the better the weather.

On the Friday evening we had an enjoyable meal in our luxurious hotel and at on stage one of our company got as far as smelling a whiskey that cost £95 a shot, when the price sunk in he was teetotal for the rest of the evening.

After a good breakfast we all set off for the Killyhevlin Hotel, rally HQ, where after registration and light

refreshments we got into the spirit of things by completing a very difficult quiz. Despite the combined knowledge of our chairman and google no-one from the club won!

At around eleven we set off in convey, ably assisted by the PSNI and numerous marshals on a very leisurely drive around the countryside ending up in Derrygonnelly for a delicious salad lunch, while being entertained by the local brass band. The pace of the drive gave both the driver and navigator time to appreciate the wonderful scenery.

After some chat and tyre-kicking it was off again this time for afternoon tea and scones in Kesh where the main street was closed off and our vehicles were parked three abreast.

A gentle run back to the hotel and then out to the Killyhevlin Hotel for an excellent evening meal, dancing and good conversation. I say dancing, although the men from Lisburn were a bit shy, except one who was ambushed on the way back from a comfort break and performed admirably on the floor with a mystery partner as well as his own wife! The only thing we would do differently next year is to order the return taxi much later as the craic and atmosphere was great.

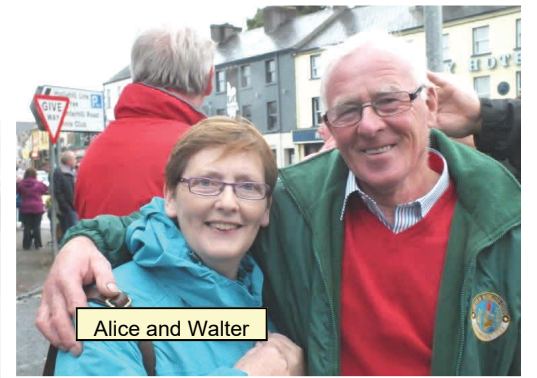
Sunday morning started with another good breakfast and a short drive to the Killyhevlin Hotel, where we again left in convoy for the drive to Cranmore Viewpoint. Again refreshments were on hand before the gentle stroll to the top for a spectacular view and the customary photo shoot for our group! Then a group photo was taken and hopefully we will see ourselves in next year's brochure for the ever popular Erne Vintage Weekend!

The final stop on this very enjoyable weekend was in Fivemiletown for a three course lunch for those who had room after such a weekend of eating! Most of our club settled for a coffee and scone before making our way back down the motorway to Lisburn.

Thanks is due to Neill and Sammy for all the hard work that went into making this such a memorable weekend. So much so, that a block of rooms have been pre-booked for next year's event and Carol and I hope to attend and maybe make this an annual pilgrimage for our club!



Neill and Violet



Alice and Walter



Margaret



Gloria



Derrygonnelly, crammed with classics



David, Carol and Sam



Retrospectacle



Motoring Moments from Your Past

If you have any old motoring photos that you wouldn't mind sharing with us, we would really like to see them published in The Oily Rag. You can supply them to Paul or Syd or send them via e-mail to:
phunter955@hotmail.co.uk
Or
lcovc.secretary@gmail.com



Above: Esther Cromwell pictured in the early sixties with Bill's Austin A35. Bill treated the Austin to a brand new Gold Seal engine. Right: Bill feeds the ducks near Comber, by then driving a Triumph Acclaim.





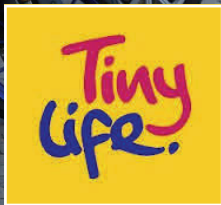
Fred Flowerday supplied this lovely shot dating from the early sixties showing his sister Pat seated on his Rochdale Ford Special. Fred bought the donor car from Frazer and Bell in Belfast and when it was found that the chassis was in less than 'pristine' condition, they refunded £5 from the original £35 outlay. Fred bought the kit from Easy-Built Cars at Bridge End, Belfast. The Rochdale was painted BRG and had a Ford 10 engine with Ford 8 head for tuning purposes.



It's July 1984 and Cathy Hunter is celebrating her birthday and has just taken delivery of her first motorcycle, a Honda Melody scooter. Later Cathy would trade -up to a Classic British mount. Watch this space.



UGP Run 2016



Monday 8th August



Councillor Tim Morrow, Chair of the Leisure and Community Development Committee in LCCC, hosted a wonderful evening for bikes and cars at this years UGP Run. The weather was fine and the event attracted 138 cars and 85 motorcycles for the ride/drive to Dundrod, the fastest road racing circuit in the world.

Those attending enjoyed supper and speeches in the marquee at the start/finish area and over £1,700 was raised by LCOVC for the benefit of The Mayor's chosen charity, Tiny Life.



Paul Hunter leads the bikes away from Lagan Valley Island





Catherine Brunsden receives her prize of two Race Day entrance packs from Councillor Morrow. The presentation took place prior to the UGP Car and Bike Run from Lagan Valley Island.



Councillor Morrow prepares to 'flag' the cars away before joining David Williamson in his Daimler Drophead for the drive to Dundrod.

Just a few of the 138 cars which left Lagan Valley Island in support of The Mayor's Chosen Charity, **Tiny Life**.





Tony and Conn head to Munich for BMW's 100th Anniversary

On Thursday 9th September Conn Williamson and I took an early flight from Dublin to Munich to join the celebration of the 100th BMW anniversary.

We landed in Munich and attempted to be modern Europeans and take the train and underground system to our hotel located close to the BMW factory and Olympic stadium, host to the 1972 Olympics. This is where Mary Peters won gold for our wee country. We got great value from our multi journey tickets from the airport and are now very au fait with this system, we may have got more than our monies worth and have possibly seen more stations than we would have on a direct route. In our defence, our tour guide, Mr Williamson's German could have been better.

When we surfaced from the underground the sun was shining, we commented how everything worked as it should, being German. Our hotel was clean and tidy.

At first we took a trip to the BMW museum and a tour guide took us around the display of 100 years of BMW. This started with what BMW perceived to be the best of, we got an in-depth history of BMW's early years and how they started making aero engines progressing to motorbikes and for a period of time after the second world war making pots and pans. How they lost part of their business operation after the East and West Germany was separated at the end of the second world war. They then progressed to making small and micro cars for the average joe. In the mid 60s they then progressed to the "new class of motorcar" that we know as the 02 range which later turned into the 3 series that we know and love.

After the tour we were able to take time and explore the museum at our own pace. We spent a good bit of time around the vast area of BMW's motor cycles before heading to the BMW motorsport gallery and the BMW 3 series timeline. There was a display of 2002s which contained pictures and stories of people enjoying their time with their cars. We spent time around the pristine display of BMW classics including the BMW 507 much like the one belonging to Elvis, who is reported to have got his car painted red so women could not leave their lipstick kiss marks or their numbers on his car in lipstick, this is reportedly why Conn Williamson only drives red BMW's.

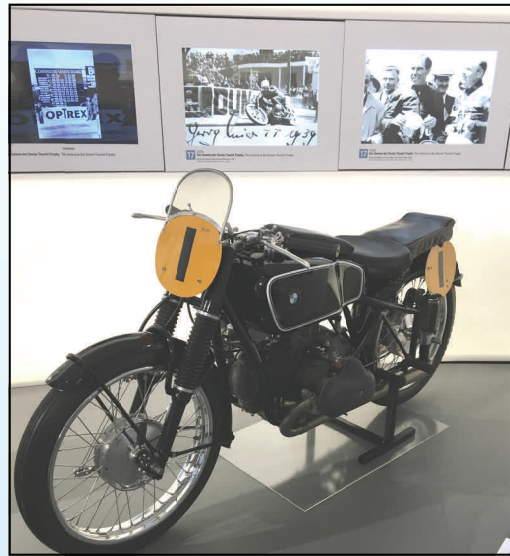
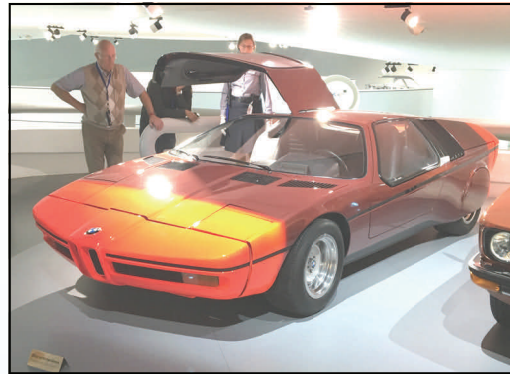
We used again our multi trip ticket to visit some more underground stations around Munich to end up at the centre of Munich. At this time, we decided to taste some local beer and have a steak to our liking, mine being burnt to a crisp and Conn's still breathing.

We spent some time around Olympic park and village before visiting the BMW club classic car display, which seen members of the BMW club mostly from Europe and the UK. This had yet to fill up as the cars were only arriving for the main event on the Saturday. Some beautiful cars ranging from very old to very nice later models.

We then met with some BMW UK members to take a tour of the BMW factory where they currently make the BMW 3 and 4 series! I really enjoyed this part of the trip as it took us into great detail from the roll of metal at the beginning to the beautiful finished product. This was a walking tour taking approx 2.5 hours starting at the press shop where they made the panel and chassis components and moving into the assembly of each individual part, talking about how each spot weld was done by robots. Each BMW 3 series has 1200 spot wells and at different points in the process you can see the car coming together, taking 40 man hours for each car. BMW also stated that each car has a buyer or is on order and all cars are made to specification. One of the highlights of this tour being the paint shop where the body shell is dipped in different types of zinc to protect from the elements before undercoating, painting and lacquering. The tour guide told us of how the paint is measured on each car and how technology has minimised any waste. The shell is sprayed by robots and even has robot that opens the door for the second robot to spray the door gaps. The first robot is called "The Gentleman" because he opens the door. We also took a walk around the engine plant where they mostly make 4-cylinder engines; the guide went into great detail on how modern technology has had an influence on the way an engine is built. Final point of this tour is where the finishing touches are put in place and it is interesting to watch the differences in how the car is set up for difference countries and how right hand and left hand cars are built side by side.

Overall a very enjoyable trip, roll on the next 100 years.

Tony McLaughlin



Photos Tony McLaughlin

Motorcycle Matters

A Visit to the . . .



by Paul Hunter



This little gem of a Museum is hidden away in a quiet residential area in west London and houses a collection of many important motor-cycles from the early days of the British industry right up to the last of them in the 1970's. There are examples of rare and unusual machines, plus many more of the well known marques such as Norton, BSA, and significantly, Triumph.

The collection of Triumph motorcycles is housed in a separate building, and is outstanding in its range and variety of models, including machines such as the last Bonneville off the production line at Meriden, a Slippery Sam replica, a Craig Vetter styled Hurricane, and a fine selection of Police and utility models. My own favourite exhibit was a fully working and sectioned model of a Police Speed Twin from the 1950's which was built in the Triumph factory as an advertising tool for the major motorcycle shows of the day.

The museum is staffed by volunteers and is only open on Saturday, Sunday, and Monday each week. On the day I was there a couple of volunteers were working on a rare one-off overhead camshaft Triumph single which was built as a prototype in the 1030's and never put into production or completed. After a little fettling, and more than a little effort on the kickstart, it burst into life for the first time to the delight of all present.

This sort of event demonstrates the interactive nature of this museum and its attentive and helpful volunteers who were always close to hand to offer information and answer any questions with detailed knowledge and enthusiasm. Well worth a visit if you are ever in the area.



This hall held a display of special competition motorcycles.




A room full of Triumphs!




It takes at least three men to start the Triumph prototype! It fired up on about the third kick and sounded superb.





ROYAL IRISH AUTOMOBILE CLUB
PIONEER RUN 2016
 Saturday 28th May



The oldest car in this year's event - the 1900 Cadillac driven by Jonathan Bewley and accompanied by John Boyd Dunlop in the 2013 run.

IRELAND'S PREMIER EVENT FOR EARLY CARS



Raymond McMullen continued to rack-up accolades for his 1912 Flanders by completing the RIAC Pioneer Run over a course between Ashbourne and Oldbridge House, just outside Drogheda on 28th May this year.

Bob Montgomery led the organising team for this prestigious event which attracted 28 of the finest early cars in Ireland.



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