



**THE LISBURN
OILY RAG**

The Newsletter of Lisburn City Old Vehicle Club

June 2016



**In this issue —
The Mayor's Parade, The Shakedown Run,
Easter Monday, The Techno Classica Essen and
much more.**

The Editor's Letter

Hello again, and welcome to another packed edition of your favourite club magazine.

We have been out and about using our old vehicles and have been blessed with good weather at all our events so far this year.

The Mayor's parade was excellent this year as it was well organised to avoid the traffic jams that we experienced in previous years.

We are now looking forward to the rest of the summer's events, starting with Kilbroney, for which we already have an encouraging amount of entries. Hope to see you there.

Thanks to all who have written some excellent articles for this issue, we even have had to hold some over to the next issue!

All the best,

Paul.

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Front cover:

Sammy's SL Mercedes Benz pictured from the summit of Slieve Gullion



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The Chairman's Letter

Hi Everyone,

Well, even as I begin to pen this letter for the June issue of The Oily Rag, I note from the forecast that the balmy weather is already about to depart, hopefully not for too long. As a Club we have enjoyed truly summer conditions for our runs and events, from Easter onwards.



As in previous years, LCOVC have been delighted to have been involved in the organisation and presentation of events promoted by the Mayor's Office at Lisburn and Castlereagh City Council. On the 19th of April, our members enjoyed a wonderful Mayor's Reception at Lagan Valley Island at which it was my pleasure to present a cheque on behalf of the Club to Dame Mary Peters for the benefit of The Mayor's chosen charity, The Mary Peters Trust. Special thanks for a great evening go to The Worshipful the Mayor of Lisburn and Castlereagh City Council, Councillor Thomas Beckett and his staff and of course everyone's national treasure, Dame Mary.

Our next community event with LCCC was the Mayor's Carnival Parade and again LCOVC and friends put on a very impressive show in celebration of the Mayor's Year of Office. Again the weather was kind and after the cavalcade and static show at Wallace Park, we all enjoyed afternoon tea in the marquee. This year David and Carol Bready organised the entries and marshalling of the vehicles etc and I must say they did a superb job on behalf of the Club. I look forward to more events organised in the same professional manner by this gifted team!

Between 6th and 10th April a party of LCOVC members and friends made the trip to the Techno Classica Essen Show and The Classic Remise at Dusseldorf, in Germany. So far the feedback was very good and I think we all enjoyed the trip very much. The Show was once again mind-boggling in terms of its size and the quality of the exhibits. Who knows where we'll go next?

It just remains for me to welcome all our new members and wish everyone in our Club a happy and safe Classic Motoring Summer.

Regards

Sammy

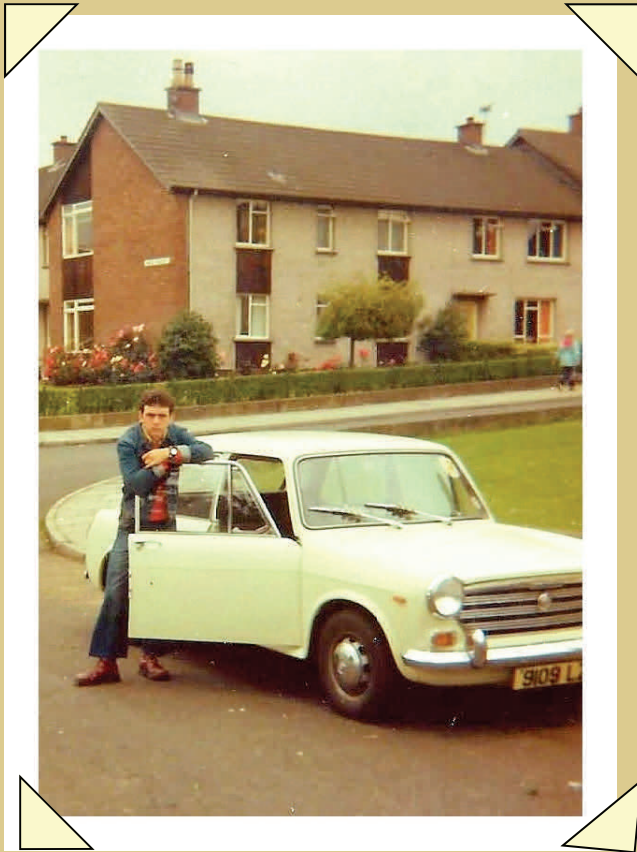


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Retrospectacle



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

This young man of 17 years is posing proudly beside his first car, a 1968 Morris 1300 registration number 9109 LZ. He says that luckily he was an apprentice sheet metal worker and virtually re-built the car using galvanised sheet off-cuts, in an attempt to beat the 'tin worm'. Even so, a very special vehicle remembered with fondness by its owner of all those years ago—Tommy Moore.



It's 1964 and this young couple are pictured with their 1200 Ford Anglia Super which was registered 5808 FZ and was fitted with a performance cam and 5½J steel wheels. Hot or what? Sammy and Gloria.



Moving forward to the 1970's, Sammy is pictured responding to a call for assistance in his AA Ford Escort van. The photo was taken at Sprucefield.

It's 1966 and a very dapper Jim Monroe is pictured beside his 1963 Morris Mini at Bray, Co. Wicklow.



The Mayor's Carnival Parade 2016



My plan for 14th May 2016 was to pay homage to those motorcycle riders who put their lives at risk to entertain the many thousands of spectators who attend the NW200 every year but Lisburn & Castlereagh City Council decided to hold the mayors carnival parade and fun day on the same date. Luckily for me David and Carol Bready stepped in and undertook to deal with the entries for what has become an annual occurrence in the diary of LCOVC, and what a job they done, I'm so glad I opted for this event. The day began dry but cloudy with a bit of a lazy wind as we made our way to meet up with Carol and David for breakfast, as you do!! The sun began peeking through the clouds mid-morning as the first of the 45 cars entered started arriving at the car park on Millbrook Road which was to be our starting point for the parade, Carol and David greeted everyone and presented them with a beautiful LCOVC crystal key ring as a memento of the occasion. Just on 12.50pm we were called forward to move our vehicles into line to begin the drive past the mayor and on through the city centre ahead of the main parade to our parking position in Wallace Park, by this time Lisburn was bathed in glorious sunshine. After parking there was time to walk the short distance to watch the carnival parade passing through the park before we were given the opportunity to "cash in" the meal vouchers that had been given to us earlier in the day. At around 3pm the mayor, Cllr Thomas Beckett, the mayoress and Dame Mary Peters inspected the display of cars before choosing 3 cars that they felt were worthy of receiving awards. The 3 cars were owned by Paul Hunter Austin 7, David Williamson Daimler and John Mercer Austin Healey Sprite were all beautifully presented as were the other 43 cars that failed, on this occasion, to catch the eye of the judge. Can I offer my congratulations and thanks to our vice chairman and his wife for arranging such a wonderful day out, the weather, the drive through the city centre, the key rings, the awards and the food vouchers, everything done to perfection looking forward to your next event. Sammy



Bus Run to RDS Dublin Saturday 5th March

Photo Trevor Irwin



Sammy presented a cheque on behalf of LCOVC for Denis and Jill's chosen charity in the Philippines. They campaigned their Volvo P444 on the rally.

On The Road To Mandalay

At our Club Night Meeting On 15th March we were again pleased to welcome Denis and Jill Wilson who, following on from their Peking to Paris adventure, told us of their exploits during their latest classic rally entitled On The Road To Mandalay.

The Wilsons were one of 70 crews who left Raffles Hotel in Singapore and drove through Malaysia, Thailand and into Burma, finishing not in Mandalay, but in the ancient capital of Began.



April 6th-10th 2016

There are car shows and then there is the likes of Techno Classica, Essen.

Hall after hall crammed full with some of the rarest and most valuable cars in Europe. It's like a sort of Disneyland for cars and the values placed on some of them are staggering. Classic Remise, Dusseldorf is a completely more relaxed venue where the finest quality cars, across a wide spectrum of makes, can be viewed and indeed many can be purchased by those with deep pockets. Is it worth making the trip to Germany at least once? Definitely.



Moffett Gray said:

Put on your anorak for Mercedes, BMW and Porsche and you are ready for the Essen Classic Show. These cars were there in their hundreds all sparkling and pricey (I know it is a German Show). However I did find the only Triumph Stag and an early MGB – still pricey and not in the condition of really good cars. But then we went to see the Classic Remise in Dusseldorf. What a contrast – all the cars for sale and a wonderful sprinkling of many countries manufacturing. As well there were many highly valuable cars in glass storage boxes. But what I enjoyed most was a wander through the local outdoor food market. Fifteen different types of tomatoes, twenty different varieties of lettuces and fifty different types of seed potatoes.

Many thanks must go to the trip organisers with travel arrangements being great and accommodation excellent.





Classic Remise was the jewel in the crown for me, an old railway roundhouse with a great history, lovely selection of vehicles that we didn't walk for miles to view. My favourite stand at Essen was the Landrovers. Had a great chat with a couple of the guys and they were telling me that a place will remain open at the Landrover plant for the restoration of Landrovers.
Tommy Moore

Easter Monday Run

By Sammy Spence

2016 is Syd and Gladys' third year organising the Easter Monday outing and I have to say it just gets better every year. We began our day with a welcome and hearty breakfast in Dobbies, the store doesn't open until 9am but our regular and eager members were waiting for the doors to open in anticipation of what the day might hold. After the rather inclement weather we had on the previous two days, Monday began a little cloudy but that did not hinder the



Paul receiving the Easter Basket prize for the most desirable car from Gloria.

Transport Museum. Syd, with the help of another club member had organised parking inside the museum, just as well as the main car park was well filled when we arrived. The cars, when parked, made a magnificent display close to the bottom gallery and were in an ideal position to show off their beauty to the many visitors to the museum that day. As the day wore on the clouds began to break and we had spells of sunshine not that most of our entrants noticed as we were engrossed in the fantastic and varied display of modes of transportation housed within the large galleries.



20 or so cars heading out for the day, a very good turnout for the first outing of the year. From Dobbies we travelled on a prepared route across country through Carryduff, the Castlereagh Hills, to Dundonald, Craigantlet and onto the Bangor Road before we reached the

Before it was time to move off, Gladys presented everyone with an Easter Egg each and after a poll to find the most desirable car a lovely Easter basket was presented to Paul and Cathy with their beautifully presented Riley RM. Our return journey took us back over Craigantlet to Newtownards before stopping off at the car park of Scrabo Tower where



Above: Paul and Cathy Hunter's RME Riley which was voted the most desirable car

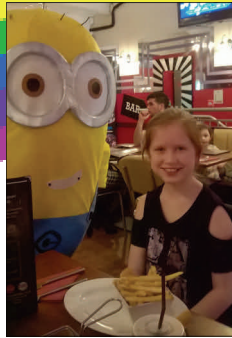
some enjoyed the fact there was an ice cream van waiting to serve them while others braved the quite steep climb up to the tower to take the view over the many kingdoms that could be seen on such a clear day. The run back to Lisburn Golf Club for our evening meal was fairly uneventful was enjoyed in lovely sunshine until something went crack under the Hornet, a split suspension pipe, but it managed to get there on 'limp home mode'. We had three couples out on our event for the first time so I hope Robert and Tracey in their Porsche and Peter and Maureen in their lovely Stag and Wilson and Rosemary in their 'pull handle' MGB enjoyed the fantastic value for money day out — where could you get value like it all for £23.00 per head — well done Syd and Gladys, looking forward to next Easter Monday already, well done.



Photos Courtesy Jenny Palmer

My Easter Monday Adventure

By FAITH ADAIR



First of all I got up out of bed at 6:30 and went and got my breakfast, then I went upstairs to get dressed. After that I got my hair done in a side ponytail. By that time it was 8:15 so Daddy and I went in the Mini and Mummy went in her car to pick my Granny and Grandad up and bring them to Sprucefield, because they are going on a holiday.

Daddy and I went to Dobbies and had our breakfast. By the time Daddy was paying for the breakfast, Mummy arrived and had her breakfast. When we had finished our breakfasts, we had a wee look around Dobbies and Daddy bought poppy seeds and I got a doggy book to write love stuff in like rallies and Mayor's Parade, that I am writing in right now. So we went outside and left Dobbies and drove towards Carryduff and then our next port of call was Cultra Folk and Transport Museum. We saw all the old vehicles of years ago, old buses, steam trains and all the old farming transport. Mummy had a coffee and I had a bottle of coke which Sammy kindly bought us.

We left Cultra at 15:00 followed the signs for Belfast A2 onto the Whinney Hill, we then went past Newtownards shopping centre then on to Scrabo Country Park. From there we then headed back towards Carryduff and then Daddy thought the tyre was burst but it wasn't, it was that he broke the suspension and I started to cry because it was really scary for me. We had to pick Mummy's car up at Dobbies and that was very scary and slow because he broke the suspension. After we finally got to Dobbies to pick Mummy's car up, I went in the car with Mummy and Daddy drove the broken car. Once again Mummy and I followed Daddy's broken, old, slow car all the way to Lisburn Golf Club, where we had a beautiful meal. I had chicken goujons and chips, Mummy had hickory chicken with chips and side salad and Daddy had hickory chicken with chips and side salad. For dessert I had ice cream, Mummy had sticky toffee pudding and Daddy had Pavlova.

After we had our dessert we headed home. Again we were stuck behind Daddy's broken, old slow car all the way to Moira and Mummy and I took over Daddy at Moira so we could get the garage door open for Daddy's lop-sided, broken old, slow car to get straight into the garage to be looked at.

The Shakedown Run



The Shakedown Run was held on the April club meeting night when about twenty vehicles left for a pleasant run of about forty miles on a beautiful spring evening. The route followed some excellent roads suitable for older vehicles through Aghalee and Aghagallon to a short stop at Bartin's Bay to admire the view over Lough Neagh in near perfect conditions.

We then returned to the council offices at Lagan

Valley Island Centre for an excellent supper and reception with the Mayor who accepted a cheque from us which he and Sammy presented to Dame Mary Peters for her chosen Charity.

This was a good start to the summer activities for LCOVC and the evening was enjoyed by all present.



My Choice of Classic

David Bready tells us how he started from scratch on his first restoration



It all started in December 1989, when UZ419 arrived on an ambulance with the statement from my brother Colin, "There is your Christmas box for the next 40 years!" The Pop arrived with spare wings, which were slightly better than those fitted, dosed rubbers, lack of roof, lots of free rust and a reconditioned engine in need of a rebuild. The car was pushed into the single garage (attached to the house) which was to be its home for the next number of years.

Reality kicked in as I realised I had absolutely no skills in restoring an old car – there are those that say that is still the case. So I started with stripping all the parts I could from the car and then found a vehicle restoration class in Downpatrick Tech. The class was taken by an old vehicle enthusiast and the Tuesday night class usually consisted of an hour of craic and two hours of work. It was at the Tech that I learned to weld and brought any removable parts in the boot of my car to the class. These skills were then put to good use in my garage when I purchased a MIG welder and angle grinder to allow me to work on the main body of the car. Experience has since taught me that I should have had the body shot blasted first as lots of new holes appeared when preparing it for painting – remember at this time I did not belong to any club so I learned the hard way!

Now as a member of the LCOVC there is a wealth of knowledge to be called upon and someone who has been there before or knows someone who can help. As the seasons progressed I took the engine to the Tech as again my only experience was changing plugs, points and oil. The engine was stripped, checked and parts

identified for replacement with new valves being ground in, head skimmed and rings fitted etc. As the engine was left in the classroom from week to week, under cover, the lecturer told me he had informed the Ford apprentices that the side-valve engine was a new development engine he was working on for Ford. I wonder what the reaction was in the tea room when the apprentices told the 'old hands' about this new engine.



With all the shot-blasting and welding completed I learned basic spraying as I primed, filled, sanded numerous times in the garage with lots of complaints from 'the boss' about the smell getting into the house. It was about this time that she hinted it would be nice to have a sports car ready to drive instead of a lengthy project – but that is another story re MG BGT.

The only professional work carried out was spraying the top coat after colour matching from a piece of original paint with a certain Mazda shade.

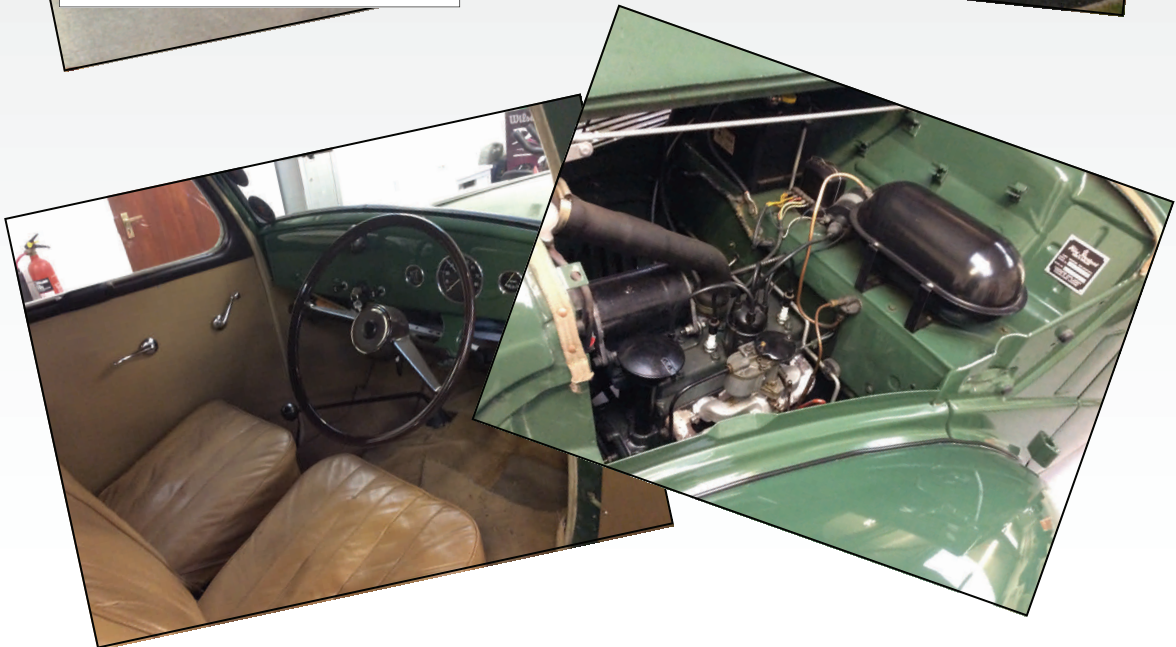
Now one of the most challenging jobs was accomplished with the fitting of a new head-lining supplied by Ford Side-valve Owners Club. A new roof was also fitted, these were vinyl because due to shortages after the war the metal saved from the roof was enough to produce a door. The Pop in its day was sold as the lowest priced car in the world @ £275 plus purchase tax of £ 115-14-2 when announced in 1953. They were truly basic with a 1172cc sidevalve four pot engine, no water pump or oil filter. The interior was minus a heater with a simple painted dash and the single wiper was actuated by engine vacuum (or not if you are driving up hill with the throttle wide open). With 35 bhp, a three speed box and traverse leaf-springs, front and rear, performance and handling weren't really on the agenda. Indeed the floor was made from packing cases from parts delivered to the factory and we think recycling is a new idea. Our Pop's only extras are trafficators and a vacuum tank I fitted to assist the wipers.

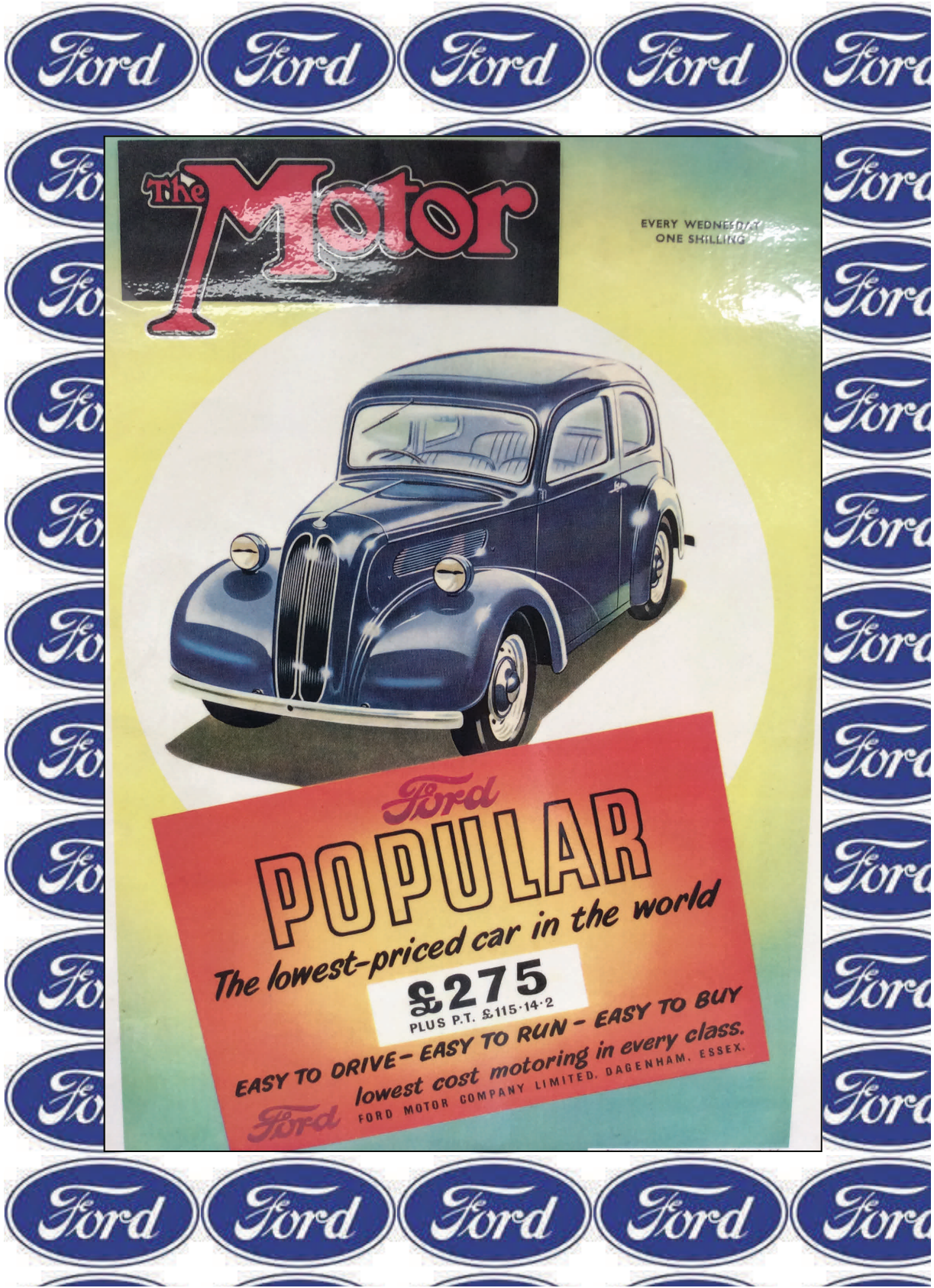
In writing this short history of UZ 419 you might think all this work only took a few months, but you would be wrong as it was 1998 before she went for her first MOT – nine years labour of love- and of course she passed! The only fault found on the day was a lock-nut needed tightening on the brakes, all cable of course, and the kind MOT man obliged by doing it up for me!

Even after all this time I still get pleasure from driving the Pop, even though the performance leaves a lot to be desired and the comfort level is basic. It shows the number of times people have passed more exotic vehicles to chat and say my father/grandfather owned one of those still gives me an inner glow and helps all the challenges fade.



Susan gets involved in the restoration!





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R90s Restoration Part 3



The rebuild of the R90s is now complete. The paintwork was replicated as closely as possible to the Silver Smoke colour as produced in 1974. The original BMW paint schemes were legendary, every motorcycle that left the factory was different and unique to the expert artist who painted it on that day.



The gold pinstripes were applied by hand to each bike by ladies using the best squirrel hair paintbrushes and each petrol tank was signed underneath by the artist who had lined it. Just take off the tank to spot a genuine BMW original factory paint job!

Re-wiring was completed, brakes and suspension tested, all nuts and bolts checked, engine, gearbox and shaft filled with oil, and a new battery fitted. The bike was now ready for a test run. It started easily and after a short run the carbs were balanced and all seemed to be in order. It was now the Saturday before the Shakedown run – a good target for a proper test, and the forty miles or so were completed successfully.



Finally, the plan is now to put on a few hundred miles, torque down the heads, reset the valve clearances, fine tune the carbs and look forward to an enjoyable summer's riding on this fine old machine, back on the road after fifteen year's rest.



LCOVC Motorcycle Section on Tour in Scotland, June 2016



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