

OUR DRIVES

Tales of running modern classics in the real world

BUST THAT RUST

Restored to factory solidity (sort of), JJ's 535i gets the Rustbuster treatment to keep it that way for good



No modern classic is immune. Some survive its ravages better than others, but eventually all succumb to it.

It's not a very hard riddle to work out, is it? I'm talking, of course, about rust. No matter how good the factory protection, or how pampered a life it's led, there comes a time when every old car needs a touch up. In the case of my 5 Series, which hadn't led a very charmed life prior to my ownership, corrosion has taken a hold in some very common spots.

The jacking points and the sill closing panels had rusted through and needed fresh steel welding in. There was also some lesser corrosion to the underside of the boot floor. Contact with a kerb was diagnosed as the most likely cause of that problem.

A week later, with all of the holes plugged with fresh steel, the team at Rustbuster could go about thoroughly coating the underside. Rustbuster manager Christopher Allen recommended the Corrolan treatment, a wool-based and completely sustainable



▲ Chris at Rustbuster probe's the deepest cavities.

oil. The first step involved someone crawling under the 5 Series to do battle with the plastic liners and their (as it turned out) heavily corroded fasteners. Unsurprisingly for a car of this age and value, previous owners had tried to maintain it, with varying levels of success. The result was some linings that were barely hanging on by one or two clips, and others that were stuck in place.

After an hour's toil, the car's nethers were exposed allowing the underside of the car to be sprayed with a combination of a traffic



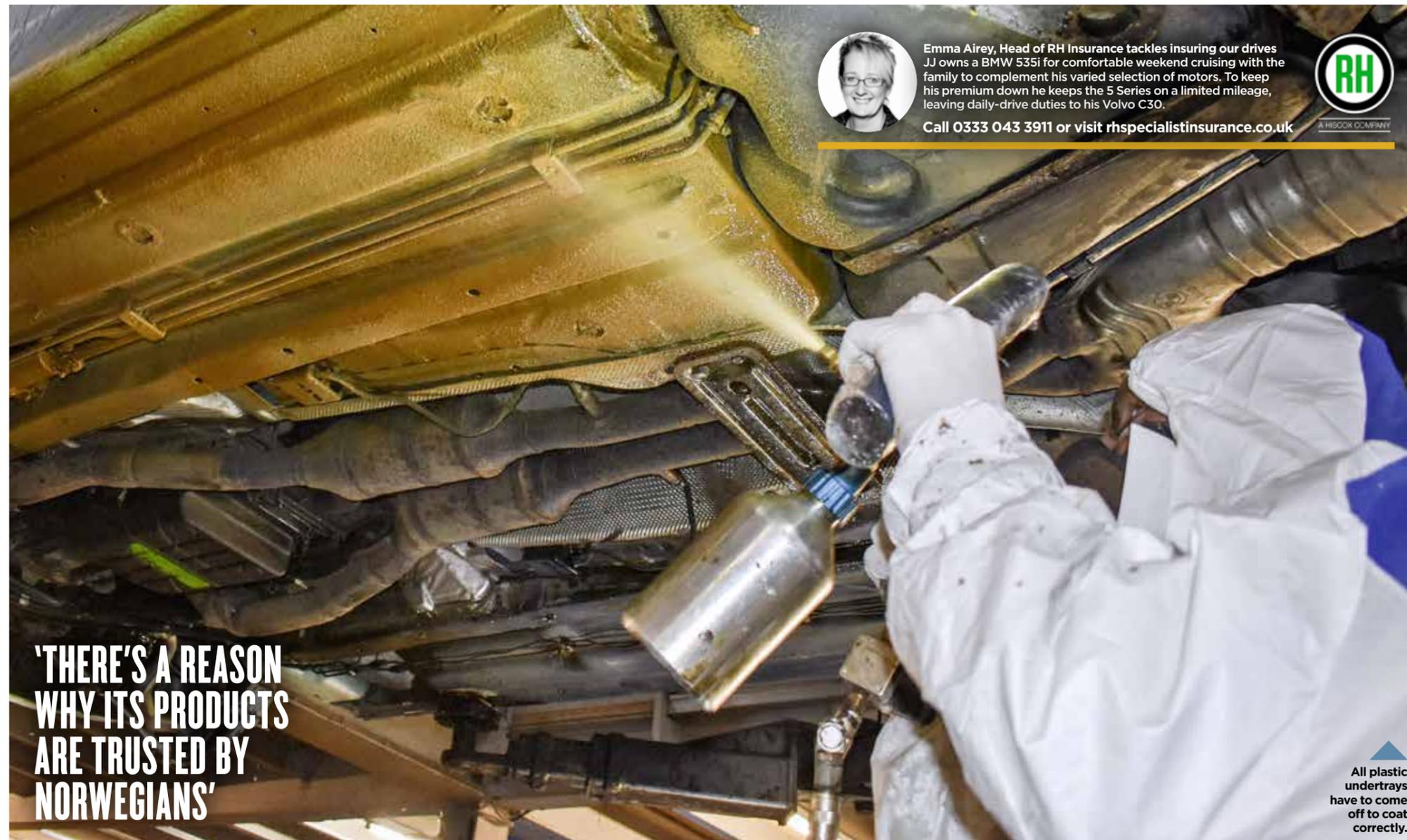
▶ Giant shower cap protects bits you don't want sprayed.

film remover (detergent) and Rustbuster's own Chlor-X salt and grease remover. After a steam clean to remove the last trace of road grime, the car was put up on the ramp over some heaters to dry it off before a brush coat of Corrolan Penetrator was applied into all the nooks and crannies.

The penetrator, which is a very low viscosity oil, was injected into hard-to-reach areas with a probe (steady...) to coat the insides of the sills, behind panels and into subframes. In order to get into these chassis voids, two additional holes had to be drilled. These would be de-burred and thoroughly rust proofed at the end of the process.

By taking their time, the Rustbuster guys got product into every area of the E39, no matter how small or inconsequential. Even the aluminium subframes weren't ignored. There's a reason why its products are trusted by Norwegian drivers, Rustbuster

'THERE'S A REASON WHY ITS PRODUCTS ARE TRUSTED BY NORWEGIANS'



Emma Airey, Head of RH Insurance tackles insuring our drives JJ owns a BMW 535i for comfortable weekend cruising with the family to complement his varied selection of motors. To keep his premium down he keeps the 5 Series on a limited mileage, leaving daily-drive duties to his Volvo C30.

Call 0333 043 3911 or visit rhspecialistinsurance.co.uk



A HISCOCK COMPANY

▲ All plastic undertrays have to come off to coat correctly.



▲ Insert the probe and squirt, this won't hurt...



▲ Excess oil is wiped off any parts that get hot.

takes fighting corrosion seriously. A full treatment like ours takes an entire day.

A coat of Corrolan base oil was next, applied to the areas of maximum exposure like wheel arches and floors. It forms an effective barrier against moisture and even oxygen, which is what gets ferrous metals rusting in the first place. It needs to be applied at room temperature but as it was so cold on our trip to Rustbuster, we grabbed a cuppa while the oil container warmed up in a tub of warm water.

Once it was thin enough to pour into the injection spray gun, we got going again. This process allows colour choices so you can see what bits have been coated. We chose a light yellow shade, but you can specify anything from a vivid pink to a clear finish.

One final coating of Corrolan Active finishes off the process. This final stage sees all cavities injected from quarter panels, sills

and subframes to behind bumpers, rear lights and into the door pillars. There really is no spot left untreated.

Once the process was done, all excess oil was wiped off any components such as the manifold or exhaust. With the undertrays refitted, that was it: the Five and I are once again ready to hit the UK's wintery roads. JJ

BMW 535i V8 (E39)

Year	1999
Acquired	May 2018
Mileage	95,563
Costs	£650
Other cars	1984 VW Scirocco Storm 1987 Lotus Esprit S3 1990 Mercedes 190E 2.6 1990 VW Golf GTI 16v 1992 Range Rover 3.9 1998 Peugeot 306 2000 Ford Focus LX 2007 Volvo C30