



# THE LISBURN OILY RAG

The Newsletter of Lisburn City Old Vehicle Club

June 2014



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- THE SHAKEDOWN RUN
- EASTER MONDAY DOWN VISIT
- CRUMLIN ROAD PRISON VISIT
- THE MAYOR'S PARADE and MORE

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## Editor's Letter

Welcome members to the June 2014 edition of The Oily Rag. I was pleased to see that everyone enjoyed the first issue of our new magazine. We have been busy again putting together issue number two and I hope you enjoy this one as much. I would like to thank the members who have contributed articles to this issue of the magazine and hopefully a few more of you will get involved also.

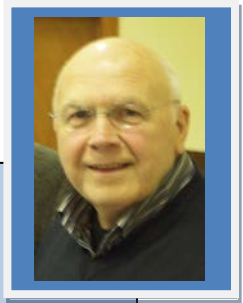
We have another busy year with events and I hope to see you out and about at a few and look forward to hearing members' views and suggestions.

Kind Regards,

Tommy

*Front Cover: Eric Coggan with his Herald Convertible prior to clocking 80 (years).*

# The Chairman's Letter



Hi Everyone,

Already we are well into the summer classic scene and I am pleased with how well the events, thus far, have been supported.

This is only the second issue of our Oily Rag and I am encouraged that more Club members have contributed reports and articles when asked. With your continued support we can continue to publish a contemporary record of our Club and its members.

Special mentions for Eric Coggan, who celebrates his 80<sup>th</sup> birthday on 24<sup>th</sup> June; best wishes to Eric and Maggie and Albert and Yolanda Turner who celebrated their 50<sup>th</sup> Wedding Anniversary on 2<sup>nd</sup> June. If you know of other interesting dates or anniversaries coming up in the membership, please let Tommy or Syd know.

It is good for our interest in keeping aging vehicles on the road that the government has implemented the rolling forty year rule for free road fund licences (details elsewhere in this issue) but sadly issues already seem to be emerging regarding the imminent closure of Coleraine DVLA. Time will tell.

Lastly, but by no means least, may I extend a very warm welcome to all new members who have chosen to join us in pursuing our mutual interest.

Safe and Happy Motoring,

Sammy



**MOTOROLA**

## *A History of the Development of the Car Radio*

*Submitted by Bill Hoy*

**S**eems like cars have always had radios, but they didn't. Here's the story:  
One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.



Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers' Association Convention.



Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked; he got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. Phonograph and radio businesses used the suffix "ola" for their names, *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in cars the name Motorola was born.

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

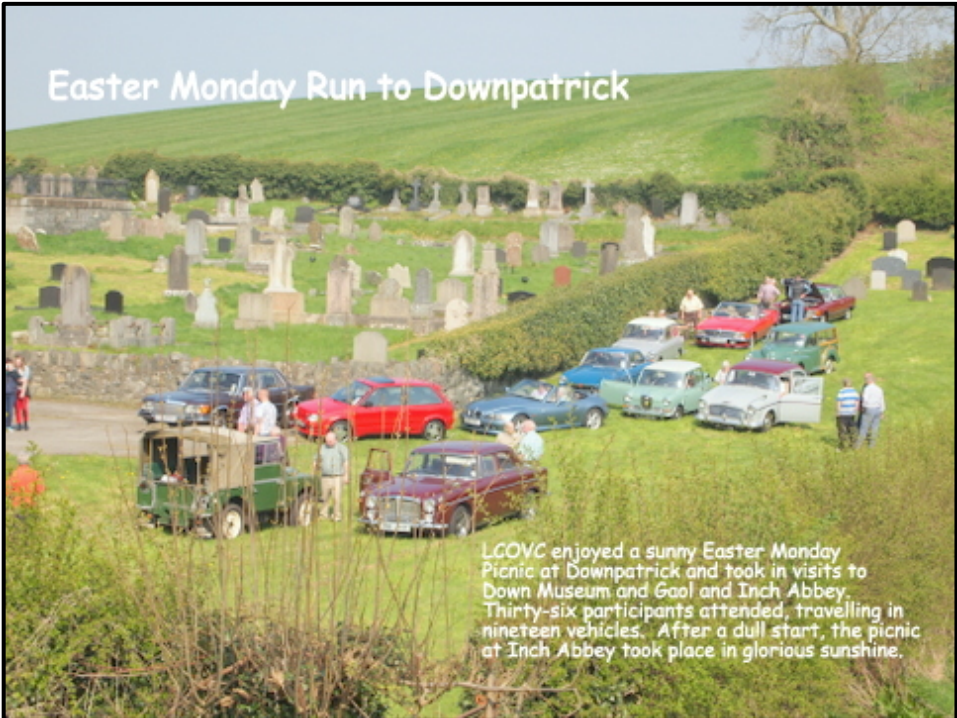
In 1930, it took two men several days to put in a car radio; the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 per cent of the price of a brand new car wouldn't have been easy in the best of times, let alone during the Great Depression - Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947).

[Read Part Two of Bill's article in the next issue of The Oily Rag](#)



## Easter Monday Run to Downpatrick



LCOVC enjoyed a sunny Easter Monday Picnic at Downpatrick and took in visits to Down Museum and Gaol and Inch Abbey. Thirty-six participants attended, travelling in nineteen vehicles. After a dull start, the picnic at Inch Abbey took place in glorious sunshine.

Easter Monday was dry and bright and after a brief stop at Dobbie's Garden Centre, we set off for Downpatrick after a brief stop at the exit as one car decided it did not want to go.

The journey through Carryduff, Saintfield and Crossgar to Downpatrick for our visit to the old jail went without a hitch.

As we went into the jail under the arch, my Dad said to me "I wish I had a pound for every time I was in here in the 1960's." The jail yard was a vehicle testing centre and my Dad was a fitter for the then Down Council and they had 200+ vehicles to test every year.

After an interesting walk around and a cup of coffee we set off for Inch Old Abbey where we had a picnic in, of all places, the as yet unused part of the graveyard.

We enjoyed our time there in bright sunshine until it was time to make our way back to Lisburn via the shores of Strangford Lough and Killyleagh. The day finished with a lovely meal and a bit of craic at Lisburn Golf Club.

**Andrew Cromwell**

# The Mayor's Parade 2014



The Mayor's Parade has, in the past, thrown up its own little gremlins which show just how difficult it can be to co-ordinate with all the elements of such a pageant. Here **Brian Vennard** tells us how it took Faith and the 'Tea Ladies' and £12 to save the day.

**I**t was a great honour for the club to be invited to participate in the 2014 Lisburn Mayor's Parade.

On the day my father and I travelled down in my father's Rover P4 to Lisburn in a convoy with George Crother's Rover P5 and Wilbert Patton's Mercedes.

Hopes were high that the weather would remain warm and sunny and we were all looking forward to a great day out and the chance to show off the range of classic cars belonging to the club to the people of Lisburn.

It all started out well as our cars were to be in the finale part of the parade. This allowed us to have ringside seats to watch the parade leave and see all the efforts the children had put into their floats. It was truly remarkable the standard of the floats and lovely to see the enjoyment on the children's faces and to see the turnout of people to wave and cheer everyone pass.

At the beginning all went well but for unknown reasons the parade several times came to a complete halt for considerable times and when we did get moving it was at a very slow pace. I have to say that Rover P4's were not designed to go so slowly and my left clutch leg was getting a severe work out. I knew then I should have taken my automatic Rover P6 to its mot. There is nothing easier than crawling in traffic in an automatic car.

I don't know what they now put into modern petrol but the P4 is reluctant now to restart when hot with today's fuel. This hadn't been the case in the past when fuel was fuel. As a result I was very hesitant to switch off during the long periods we were stationary. I didn't want to have issues with trying to restart the car with 100's looking on. As a consequence my eyes spent more time watching the temperature gauge than the crowds. Luckily for me the P4 system holds over 22 pints of water and we did not overheat. Unfortunately a number of the club had overheating issues.

When we got to the park I thought our ordeal was at an end. How wrong I was. It took an absolute age to travel the last 150 yards and passing the mayor's table the person calling out the types of cars was just reading from a list and because of breakdowns on the way the P4 was transformed into a Morris Minor. (Almost the ultimate insult, Ed.)

Next time I will leave my car in the field and enjoy the parade as a spectator.

The one positive in the day was the great spread the ladies laid out for us back in the hall and the unusual finisher's award we received. At the end of the day I had a very tired left leg but was £12 to the good because of my scratch card win.







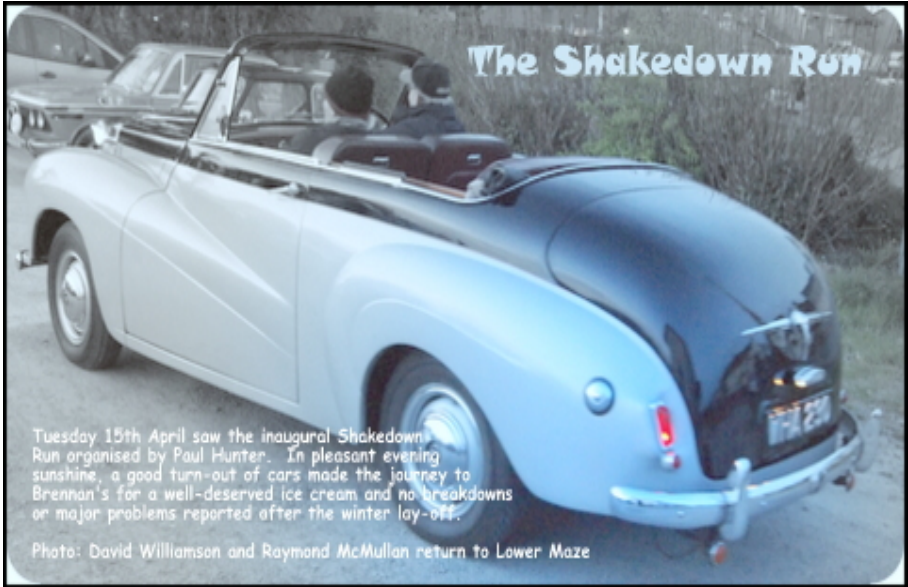
**W**e were met by our excellent tour guide Brendan, who made this visit so enjoyable. Brendan explained that the Gaol dates back to 1845 and closed its doors as a working prison in 1996. It is now a visitors' attraction and conference centre.

I can vaguely recall a previous visit, not at Her Majesty's pleasure, but for a concert as a member of a male voice choir. Prior to the event the choir had received requests from the inmates for favourite pieces. We were surprised to find many of these were religious songs, the most popular appeared to be an old negro spiritual called 'Steal Away'. Apart from the title, a line in the piece which appealed to the inmates was "I ain't got long to stay here."

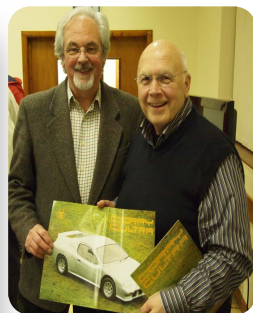
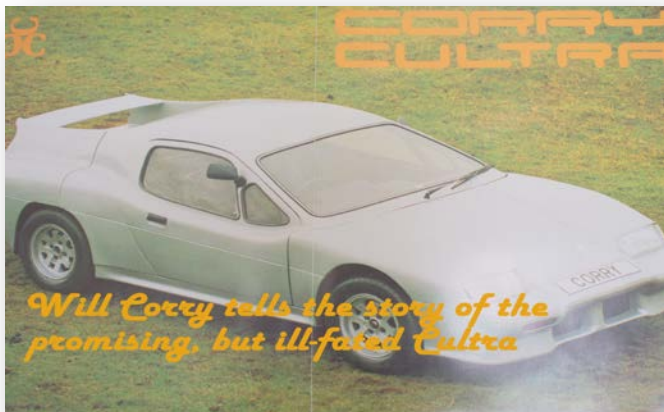
The tour started in Reception where prisoners, men, women and children were brought when they first arrived. Here they were washed, photographed and processed. Our guide then took us to explore C-wing where we could see for ourselves what prison life was like and we saw the darker secrets like the Screw. We paid a visit to the condemned man's cell and the adjoining hanging cell. Quite gruesome!

We also journeyed along the underground tunnel linking the Courthouse on the other side of the Crumlin Road. This is reputed to be one of the most haunted sites in Belfast. Thankfully no ghosts or other apparitions appeared.

The tour finished at the graves where the remains of fifteen of the seventeen executed men still remain. After the ninety minute visit we returned to the Hall for an enjoyable cuppa and biscuits.



If you take the first letter from the clues contained in these pictures, taken at the Shakedown Run, you could make the name of a famous racing driver from the 60's; but why would you bother?



Club Night on Tuesday 18<sup>th</sup> March saw Will Corry give an interesting and informative talk on his ownership of the Corry Car Company, which manufactured the Corry Cultra at Ballinderry Road, Lisburn between 1983 and 1985.

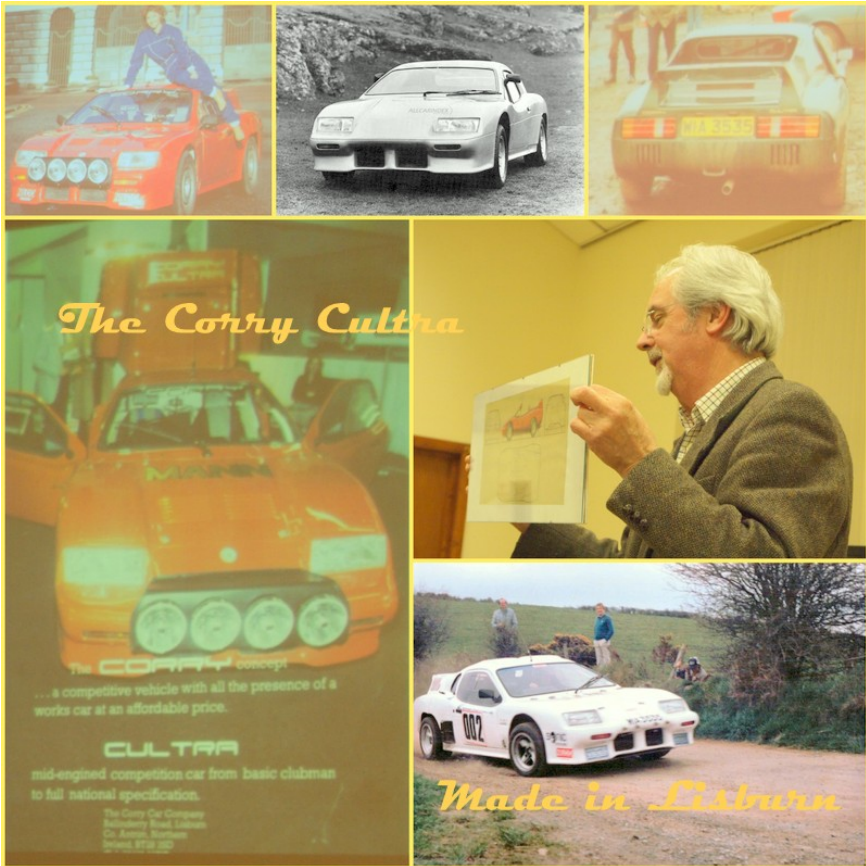
Will bought the assets of the Davrian car company after it went into receivership and after development in England, he brought the project 'home' to Lisburn. The Davrian had been developed over many years by company owner and structural engineer, Adrian Evans, and his cars had been consistently successful, on track. Will attributed this success to the knowledge and understanding Adrian Evans had in relation to suspension forces and set-up. The Cultra, however, was not simply a re-badged Davrian Dragon. The car was extensively re-styled by Tony Stevens, whose previous designs included the Hillman Hunter and Sunbeam Rapier.

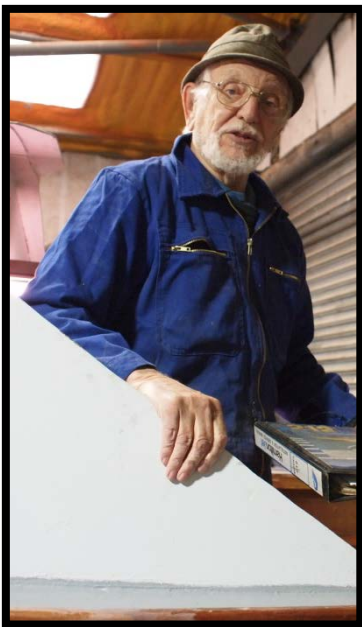
Will outlined how the car, with Ford power and transmission, had shown that it could hold its own in some distinguished company and even gave good account of itself in the rally theatre, as long as the surface suited it.

Will Corry took over an already accomplished package in the shape of the Davrian design and improved and modernised it considerably. He and his team were even looking at the innovation that was electronic paddle shift at the time and an open top version of the car had been penned.

The Corry Cultra did not survive into 'adulthood' like so many other small production specialist makes, before and since. But it was a part of the local motor scene and deserves to be recognised in the history of Lisburn. A total of nine Cultras were

built and Will and his son, Will Jnr, know about seven of them and would like to trace the outstanding cars. Mr Corry senior did not rule out the possibility that one of the Cultras may be restored and surely that would be a fitting final chapter to Lisburn's foray into sports car production. Like many before, the project ended as the financiers did not deliver, for whatever reason. But for Will Corry, the dream was realised, cars were produced and they worked. Better to have loved and lost than never to have. . . .





As he approaches his 80<sup>th</sup> birthday, Eric Coggan can tell us about the part he played in:

**THE COLD WAR,**  
**THE H BOMB** AND  
**THE ISLE OF MAN**

by Syd McCoy

Eric began his working career in his native Yorkshire with ICI in Huddersfield, where he trained as an electrician. In 1955, in Great Britain, National Service was still a requirement for eligible males and Eric could have served Queen and country for two years to fulfil his obligation. He instead chose to sign on for three years with the RAF, which guaranteed him more pay and the opportunity for promotion.

So in July 1955, Eric, a spritely 21 year old, joined the Royal Air Force and was duly posted to Ballykelly in Northern Ireland and he brought with him his trusty 350cc Royal Enfield Bullet which he had purchased brand new in Yorkshire. Eric became friends with fellow RAF recruit Kenneth Jeffrey, who happened to be courting a young lady from the Donacloney area of County Down and of course Eric accompanied him on many romantic missions utilising the aforementioned Enfield Bullet. Now guess what? Kenneth's girl had a best friend called Margaret and the bold Eric thought she were reet nice lass and so romance blossomed and Eric and Maggie would eventually marry and raise a family of five children in the very house where Maggie herself was brought up and where Eric and Maggie reside to this day. There was however one small delay in finally settling down in

Donacloney; Eric was posted to the Isle of Man as a crew member on the RAF's Range Safety Launches which operated out of Peel in the IOM. The duties performed on these vessels included patrolling designated areas of the Irish Sea to ensure they were free of shipping and small vessels whilst the RAF V-bombers dropped dummy 'bombs' to simulate the delivery of an H-bomb in a war situation. As the V-bombers dropped their practice bombs from great altitude, Eric and his comrades tried to ensure that the target area was 'sterile'.

Anyway, history has shown that the Cold War didn't overheat, inter-continental missiles made the V-bombers obsolete and the RAF's Range Safety Launches were retired, converted for other duties or simply scrapped. Eric however, retained a soft spot for them and memories of his and Maggie's time in the Isle of Man. This has inspired him to build a roughly half size replica of one of the vessels which will be powered by a Rover V8 engine driving a very trick water jet sourced in New Zealand.



*Left: Eric at work on his replica RSL 1641.*

*Above: A period shot of the actual 1641. Location not confirmed, but perhaps Isle of Man*

Eric's interest in all things electrical and mechanical led to a career with the Government Training Centre programmes after his return to civvy street from the RAF. He and Maggie continue to support many of our club events and I'm sure everyone at LCOVC sends them best wishes for their future. Happy Birthday Eric; 80 years young on the 22<sup>nd</sup> June 2014.

# Shelvoke and Drewry Collection

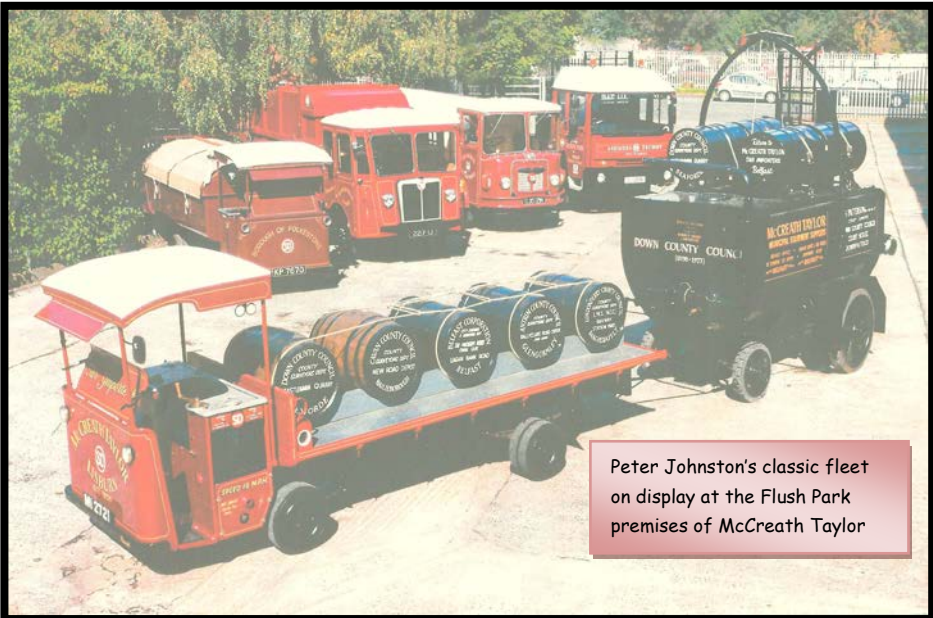


Tommy Moore takes a look at a beautiful collection of Shelvoke and Drewry Municipal Vehicles owned by Peter Johnston, the MD of McCreath Taylor, Flush Park, Lisburn.

Club member Peter Johnston and his son David from McCreath Taylor in Lisburn have over the past few years amassed a lovely collection of Shelvoke and Drewry municipal vehicles. The oldest vehicle in the collection is a tar boiler dating from the 1920's. The next vehicle after that would be the 1920's SD Freighter which carries a lovely load of old tar barrels. This little vehicle did not have a steering wheel, instead it has two tillers to control it. The next vehicle to this would be the SD W type refuse lorry (pictured above) that was produced from 1947 to 1961. It was supplied new to Bangor Borough Council in 1959 and was restored for Peter by Jimmy McAleer of Fintona.

Peter then moved onto his next vehicle in the series, which was the T type, which SD made between 1960 and 1974. This is a small refuse lorry that was loaded from the side with sliding hatches. The youngest lorry in his collection would be the P type which was made between 1978 and 1991. These lorries were fitted with a compactor type body, that was loaded from the rear.

Peter has one lorry missing from his collection that he would love to get his hands on, the N series, that was also a back end compact loader. Unfortunately the only ones left of this batch are all over in Malta. If any Club members know where one of these lorries are you can contact Peter, he would be glad to hear from you!



Peter Johnston's classic fleet on display at the Flush Park premises of McCreath Taylor

Shelvoke and Drewry was a British manufacturer of specialist commercial vehicles. They were best known for their production of waste collection vehicles. They were founded in 1922 by Harry Shelvoke and James Drewry and were based in Letchworth, Hertfordshire, England. The first vehicle produced was the Freighter which was a multi-purpose flatbed truck notable for its tiny wheels and tiller type steering.

During the second World War, the entire output was devoted to the war effort, producing aircraft parts, landing craft and tanks, and even a miniature submarine. Up until their closure in 1992 they produced thousands of municipal vehicles of all types.



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## Budget 2014: Classic car road tax exemption now rolling at 40 years

Published 19 March 2014

There's good news for classic car owners in the 2014 budget. From April 2014, the classic car exemption from VED will begin rolling from 40 years, with cars built before January 1974 eligible for a zero-rated tax disc. Then, from January 2015, the formerly fixed cut-off, will become a rolling one.

The measure, which was announced by the Chancellor of The Exchequer, George Osborne, means that cars such as the Ford Escort Mk2 will now be considered 'tax-free' from next year. The new cut-off date for classic vehicles will take effect from **1 April 2014**, and covers all cars manufactured before 1 January 1974, and confirms our prediction that from 2014, VED exemption would move from fixed to rolling.

In the Overview of Legislation and Tax rates for 2014-'15, the treasury states that the rolling benefit will affect around 10,000 car owners per year, who are currently paying VED, but will be newly exempt from 2015. According to the document, which was issued following the budget, the government considers the classic car industry to be an important part of the nation's historical heritage. According to research by the Historic Vehicle Research Institute and the Federation of British Historic Vehicles Clubs, in its publication *The British Historic Vehicle Movement: A £4 Billion Hobby*, the historic car industry employs about 28,000 people in the UK. The government also predicts that this change will be revenue neutral for the treasury.

So, from **1 April 2015**, vehicles built 40 years ago will be added to the scope of the exemption. The exemption cut-off date in Schedule 2 of the Act will be changed to 1 January 1974 to apply from **1 April 2014** as announced at Budget 2013, and to 1 January 1975 to apply from **1 April 2015** as announced at Budget 2014.

We've already given you a run-down of some of the [cool classic cars, introduced in 1973, that will be newly VED-free](#) from April 2014 - and, from January next year, with the rolling exemption set at 40 years, more new cars come in, such as the [BMW 3-Series](#), [Ferrari 308](#), [Jaguar XJ-S](#), [Ford Escort Mk2](#), [Princess](#) and [Triumph TR7](#).

Also in the budget, it was confirmed that VED - your tax discs - can now be bought and paid for monthly, and you will need to cash in your tax when you sell your car, leaving the next owner liable to buy a new tax disc. This logical move has been introduced to reduce tax administration costs.

Submitted by Sammy Spence



# The Techno Classica Essen

*One Man's Mission to Get There and Return Safely*

By Wilbert Patton

Every year in late March I make my annual trip to Germany to visit the classic car show in Essen. This show is called the Techno Classica Essen. The best and cheapest way to get there is via Dublin by coach and get a plane to Dusseldorf.

As I am a member of the Mercedes Benz Club, I get my accommodation booked for me by Vic Harper. The Club books a hotel called the Mercure in Rottinger. The Mercedes Benz Club members travel to this hotel in coaches from England. They take their members to the show firstly, then return to the hotel and take the Irish and Scots contingent to the show which is about 15 kms away. Vic Harper buys the tickets for the show in bulk so you get a few euros off the price.

This show runs from Wednesday to Sunday and is the biggest classic car show in the world. There are sixteen halls and some of them are bigger than the King's Hall in Balmoral. There are cars of all makes and almost fifty countries represented. Also when you go outside of the halls there are masses of classic cars and quite a lot of them are for sale. But the prices of them are much above the general cost of cars in the British market.

When I first attended this show many years ago, I was so took-in by the vastness of it and after a few hours in the halls I did not take note of which hall I entered by. So I started to panic, went and bought myself an ice cream, sat down to try to figure a solution of getting out to get the coach back to the hotel when by chance I spotted a guy I thought I recognised. I approached him and he said he was with the Mercedes Benz Club. I asked him if he could find his way out of the complex and he said he had been here last year and he thought he could. So he wasn't getting out of my sight for the rest of the show.

The first year we went to the show, seven of us from Northern Ireland travelled to Stanstead in London as you could not get a flight from Belfast then.



*Just one of the sixteen massive halls that make up The Techno Classica Essen*

We flew into an ex-British army airport in Germany and hired a minibus to take us to the hotel. Trevor Mitchell who is the Secretary of the AOVC was driving the minibus and we left it at the rear of the Mercure Hotel. That was Thursday. When we came out on Sunday morning to board the minibus we could not get into it as Trevor had mistakenly left the sidelights on and the battery was flat. Luckily one of the men who worked in the hotel had a set of jump leads and Neil Jeffrey, who is a mechanic, was in our company and got into the minibus. I don't know how as it was central locking.

When we arrived at the airport in Germany to get our flight back to Stanstead there was a bomb-scare, so we were in panic about getting back to Stanstead in London to get our flight back to Belfast, but we eventually made it.

Another trip planned for this show was via Edinburgh where my friend Gilbert Cairns lives. He suggested me flying to Edinburgh and then on to Germany, but when I arrived at Belfast airport my plane was fogbound and my plane from Edinburgh was leaving before I would be arriving there. On phoning Gilbert he said the next one to Germany was two days later, so I had to make other arrangements to get there.

I had to book a flight to Birmingham and then on to Dusseldorf and it set me back an extra £200 for the trouble. So my journeys to Germany have not been without incident, but altogether well worth the visit. I would say to any classic car enthusiast to try to make an effort to visit this show and you will not forget.

Wilbert Patton

## A WORD OF THANKS

On behalf of all the Club members who attended the Magheragall Parish Church Vintage Fair on Saturday, May 31<sup>st</sup>, I would like to pass on a very sincere thank you to Neill Heaslip and the Church members for an absolutely brilliant day.

We started the day with the most delicious breakfast by the Church Ladies; we had beautiful weather and the friendliness, the craic and the banter just made the day. Looking forward to next year again.

Tommy Moore



**Joe Evans**  
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# Important Changes to Vehicle Registration and Licensing Services in Northern Ireland

**Submitted by Sammy Spence**

Stephen Hammond MP, Parliamentary Under Secretary of State for Transport, has announced that the administration of vehicle registration and licensing services in Northern Ireland will be transferred to the Driver and Vehicle Licensing Agency (DVLA) and centralised in Swansea.

This, together with the planned introduction of enhanced electronic services in NI, will provide parity of service across the UK and ensure NI motorists have access to additional services that are not currently available to them.

These changes will take effect before the end of 2014 and will change the way you register and license your vehicles from that date.

The changes will include:

- Access to the DVLA's online vehicle licensing service. This will allow NI motorists to re-license a vehicle or make a Statutory Off Road Notification 24 hours a day, seven days a week from home, work or abroad.
- Improved face-to-face services for NI motorists will be available at around 175 Post Office branches across NI, some with Saturday opening, which will offer an enhanced range of licensing transactions.
- NI customers will be able to purchase NI and GB personalised registration numbers through DVLA's Personalised Registration sales scheme
- The DVLA's fleet scheme will be made available to fleet operators in NI.
- Movement of vehicles between NI and GB will be simplified.
- The facility to retain NI registration numbers will be introduced. This will allow NI customers to hold a registration number on a Certificate of Entitlement, for future assignment to an alternative vehicle.
- The transfer of registration numbers between NI and GB vehicles will be streamlined, creating a UK wide market for NI and GB cherished number dealers.
- Data services will be harmonised, allowing customers with a right to access vehicle and keeper information to obtain GB and NI data from a single source.
- DVA offices will no longer offer vehicle registration and licensing services, either face to face or by post and additionally, some services currently provided by the DVA will be delivered differently in future, in line with services already available in GB.

More detailed information will be made available over the coming months. In the meantime, please continue to register and license your vehicles the way you do today.

If you have any questions or for further information, please go to: [www.gov.uk](http://www.gov.uk)  
or email: [nievs.project@dvla.gsi.gov.uk](mailto:nievs.project@dvla.gsi.gov.uk)

## Coming Events

**KILBRONEY SHOW** Saturday 21<sup>st</sup> June. There will be light refreshments during the day and towards the end of the show it is planned to hold the Barbeque. Please check your e-mails on the Friday evening as it is hoped that the 'advance party' can give exact directions to the Club Stand. Please remember that we may not get the same stand as last year.

**SOMME CENTRE VISIT** Saturday 5<sup>th</sup> July. After the visit there will be a drive and picnic at a local attraction. See or contact Tommy Moore for an entry form.

### LCOVC DATES LATER IN THE YEAR:

- 15<sup>th</sup> July Club Night Outing to view local collection of vehicles
- 2<sup>nd</sup> August Club Outing to Gosford Show (Club Stand booked)
- August during UGP week, possible vehicle display at Leisureplex
- 19<sup>th</sup> August Club Tech Night at Flush Park, Lisburn
- 23<sup>rd</sup> and 24<sup>th</sup> August Aviation Society Open Days (Club Stand)
- 13<sup>th</sup> or 14<sup>th</sup> September Challenge Club Run

### OTHER EVENTS WHICH MAY BE OF INTEREST TO YOU:

- 26<sup>th</sup> June Hillsborough Cancer Research evening run 7.00pm
- 27<sup>th</sup> June Warringtontown Cavalcade
- 28<sup>th</sup> June MX5 Show at Lisburn Rugby Club (Club Stand)
- 6<sup>th</sup> July Irish Jaguar and Daimler Show Terenure, Dublin
- 18<sup>th</sup> and 19<sup>th</sup> July Steam Fair, Ballee Playing Fields, Ballymena
- 26<sup>th</sup> July Claragh Bridge Vintage Show, Dromara (Dundrum Rd)
- 26<sup>th</sup> July Mourne Mini Show Donard Park, Newcastle
- 9<sup>th</sup> August Traction Engine Rally, Greyabbey
- 9<sup>th</sup> August Glens Vintage Club Show, Cushendall
- 30<sup>th</sup> and 31<sup>st</sup> August Long Kesh/Maze Festival of Speed

# T.S. McIlroy Assessing

*Consulting Engineer*

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## VINTAGE HISTORIC CLASSIC & RALLY CAR VALUER



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