

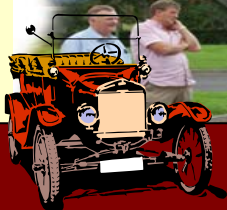
Banbridge Old Vehicle Club

MAGAZINE

MARCH



2008



www.bovc.co.uk

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John Telford

It is with great sadness we report the untimely death of one of our members John had been a member of our club for over twenty years. He is survived by his wife Maureen daughter Michelle and three grandchildren, he worked for Belfast City Council as a driver his greatest passion in life after his wife and family was his Mercedes cars he was a member of the Mercedes Benz Club as well as Banbridge Old Vehicle Club and he along with his former friend Charlie Millar had many great times together attending events all over the country. He was of quiet disposition very good natured and will be missed by all his friends in the motoring world and especially his friends in Banbridge Old Vehicle Club.

The Chairmans Page

Christmas has come and gone since our last magazine and most of our New Year resolutions have gone with the wind as well.

Harry and Margaret Pepper undertook to organise the Christmas Run on 27th December. While it wasn't the best of weather, we enjoyed our trip through the Mournes, via Spelga Dam, finishing at the Harbour Inn, Annlung with a beautiful meal, thanks to Harry and Margaret.

Sadly over the Christmas/ New Year period we lost two of our long-serving members, William McKnight and John Telford. John died just over a year after his very good friend and fellow Mercedes enthusiast Charlie Miller. To their families and friends, we offer our sincere sympathies and condolences.

At the last club meeting of the year we were entertained to a fascinating illustrated talk by Denis and Jill Wilson on their marathon trip from the Great Wall of China to Paris in their 1927 Yellow Rolls Royce. Their journey took them through the Gobi Desert, Outer Mongolia, Siberia and Russia to Paris three and a half weeks later, an incredible journey in an eighty year old car!

In January we had a very interesting talk by Mr Sean Casey, N.I. operations manager for M.O.T. Centres, he was able to enlighten and educate us on the subject of M.O.T. requirements for old cars. He also pointed out that MOT centres were sympathetic towards old vehicles, requiring them to comply only with vehicle standards at the date of manufacture. A lively discussion concluded the evening.

By the time you read this our February meeting will have passed by, Beverly Allen of the Trading Standards Commission she had planned to include some items that would be of special interest to the ladies of the club. The committee have put together a very full programme of events for the coming year, the list is located later in this magazine.

A new event designed to interest the younger generation and to coincide with the FBHVC Drive-it-Day, is a Classic Car Display on the 20th April in Marks and Spencer car park, Sprucefield. The event will feature a number of Rally/Competition cars (10 already confirmed) including the Irish Tarmac Historic Rally Champions' Lotus Cortina. A large selection of Classic Cars will also be on display entry if free and includes meal vouchers for McDonalds, so get your entry in early as space is limited.

This years Parade of Old Vehicles in Banbridge on 6th June promises to be a major attraction with entries limited to the first 150 vehicles again you will need to get your entry in early to ensure a finishers award.

Come along and join in the activities, have fun and enjoy the craic, in the mean time keep the revs up.

Ken McDevitte

1972 MORRIS MARINA 1.3 SUPER IN BLACK TULIP

My passion for Morris Marinas started in 1973 when I purchased a Teal Blue 1.3 Coupe Reg No EIJ 2601. This was followed in 1975 by a 1.3 Four Door Super in Brooklands Green. Still staying with British Leyland I purchased a Maxi 1500 in 1977 and returned to Marinas in 1978 buying a Sandglow 1.8 four door model Here my interest in British Leyland cars ended until in 1996 when I found the original sales display used by WH Alexander Ltd in their premises in Victoria Street

Belfast.

I had made numerous attempts to purchase several Marinas on EBay but



without success.

In July 2005 I was introduced to DIJ 2802 a local car in original condition with 64000 miles on the clock. The car has never been welded or painted and the interior is excellent.

On my first outing to a local event at Mount Stewart in County Down I bumped into the salesman who sold the car to its original owner.

Earlier this year I decided that the crazed and watermarked paintwork required attention so a re spray was arranged which restored the appearance of the car to its original bright appearance.

I have taken the car on several car runs and heads have turned as it travelled through the roads of County Antrim.

Performance is as I remember it in the days of the 1970's ,good running with a little bit of over and under steer. The use of radial tyres has helped to reduce this problem.

I am looking forward to many years of Marina motoring with my latest acquisition.

MICHAEL MCKAY

Classic Car Display 20th April 2008

In an effort to attract younger members to BOVC, we are holding a new event in April. A Classic Car Display in conjunction with McDonalds, in the Marks &



Spencer car park at Sprucefield on Sunday 20th April at 12noon to 5pm. We are encouraging owners of Classic Competition and Rally cars to join with a display of normal Classics.



By the end of February those who have



confirmed an entry include Nial Creightons' Irish Tarmac Historic Rally Championship winning 1965 Lotus Cortina, Billy Pattersons 1964



AC Cobra, Paul Williamsons 1971 Ford Escort Rally Car, Con Williamsons 1972 BMW 3.0 CSL Rally. Also entered are 1973 Hillman Avenger works replica rally car, 1976 Vauxhall Chevette 'HS', 1957 Austin Healey 100/6, 1988 Porsche Carrera Supersport, 'Back to the Future' De Lorean, A rally prepared Wolseley Hornet and MG Midget.

Continued on p22

January Club Meeting

Members were disappointed when they heard that staff from Autoglym was unable to attend the January meeting but, thanks to the officials of the Driver and Vehicle Testing Agency who willingly agreed to bring forward their visit, we had a very interesting meeting..

The Agency was represented by Mr Sean Casey, Operations Manager and supported by Mr Trevor Hassin the Operations Director. (Both had started their careers as mechanics)

After setting up the “ power point” equipment we were given an excellent presentation on all aspects of “ the test” and many issues were clarified with the **emphasis being on safety**. The image of the service was much enhanced by explanations to the somewhat negative views expressed by some members of the public when presenting vehicles for testing. Clearly a number of those that fail are in a dangerous condition.

Both emphasised that, in many cases, the owners of historic and classic vehicles know more about their Cars/Motorcycles than the Testers. It is important that the owners of old vehicles advise the examiner on arrival at the test centre of any special features relating to their car so that these can be taken into consideration when the test is being carried out.

Club members were surprised to learn of particular difficulties with the hiring of some stretch limousines, which may have been converted but not registered as Vehicles for Hire, in certain situations they may be, unsafe. Problems could arise regarding adequate and appropriate insurance

A number of leaflets were available for members.

Mr Casey and Mr Hassin answered many questions raised by members

The Chairman had difficulty bringing the meeting to a close because of the interest that had been generated by our willing guests. Several of those present raised personal questions directly with our visitors who continued to deal with queries as they “packed up”

It proved to be both an interesting and informative evening not concluding until around 10.30.when Mr Ken McDevitt, our Chairman, thanked both our visitors and presented them with a small token of appreciation.

John Miskelly

The Heron Run 12th April 2008

As per the rules of Banbridge Old Vehicle Club, only vehicles 20 years or over may take part in club runs. (vehicles registered on or before 31st December 1987) Those taking part in the Heron Run should assemble at *Gilbery Fayre restaurant located on the B5 Gilford to Banbridge Road* at 10.30am for tea/coffee and scones. Directions to the meeting point are as follows, **From Banbridge** take the Lurgan Road until you reach the roundabout at the Banville Hotel from here take the first exit to Gilford and after passing through Laurencetown, Gilbery Fayre is on the right. **From Craigavon** go to Gilford and take the Banbridge Road to find the restaurant on the left about 1 mile along. After refreshments it is our plan to meander around the surrounding countryside on a mystery tour that will take us along a scenic route towards our picnic stop in a suitable location. Continuing our mystery tour after our picnic we should arrive at our final destination around 4pm for the end of run meal, our total mileage for the day will be around 45-50 miles.

As you are probably aware we shall be using the universal entry form for all runs this year, there are two included with this magazine and further supplies are available through the organiser or any committee member or they can be photocopied if necessary.

Please select your choice of menu from the list below and enter the requirements in the space provided on the entry form together with all other relevant information.

Menu Choices:-

A – Braised Silverside of Beef
Served with meat jus &
Mushroom gravy

**B - Freshly roasted Turkey &
Ham with stuffing &
Cranberry sauce**

C – Dutch Apple Pie
served with fresh cream

D – Selection of Ice Cream
served with fresh fruit
Coulis

Closing date for entries will be Friday 4th April 2008

Entry fee per person £18.00 Children under 14 £10.00

Please send your completed entry form together with a cheque payable to BOVC

To:- Ivan Adair 3, Glenview Park Lurgan. CoArmagh BT66 7EU
Telephone number 028 3832 2846 or 077 0319 2008

PLEASE DO NOT FORGET YOUR PICNIC

Display of Classic Cars

Sunday 20th April 2008

Banbridge Old Vehicle Club are organising a display of Classic Cars at Marks & Spencer's car park of Sprucefield Shopping Centre at the Junction of the A1 and the M1(junction 7) on Sunday 20th April 2008, this is to coincide with **The Federation of British Historic Vehicle Club's** Drive-it-Day on which they urge anyone, who has an old vehicle, to take it out for a drive on the road that day. Why not take the opportunity to come and join us for the afternoon between 12 noon and 5pm it will be a very informal event. It is our intention to have on display amongst the normal old cars, a number of competition cars that would be regularly entered in historic rallies and autotests. Entry to the event is free and includes meal vouchers for McDONALDS. We do require an entry form to be completed for insurance purposes and everyone will be very welcome.

Further information can be had from any committee member or contact **Reg Bell on 028 9756 1079 or 077 6153 2915**
e-mail reg.bell@aovc.co.uk

To secure an entry please send your completed entry form as soon as possible, as spaces may be limited, to:-

Reg Bell
58, Magherahamlet Road
Ballynahinch
BT24 8JZ

MAY RUN

SATURDAY 3RD MAY 2008

As per the rules of Banbridge Old Vehicle Club, only vehicles 20 years or over may take part in club runs. (vehicles registered on or before 31st December 1987)

We will be meeting at The Pheasant Restaurant, Annahilt (see below for directions or contact organiser) for coffee from 10.30am for departure at about 11.30am. On leaving The Pheasant we will be proceeding through Hillsborough/Aghalee and on to the shore of Lough Neagh. Travelling north along the shoreline to Antrim, and then on to Antrim Castle where we will stop for our picnic lunch. After lunch we will continue through Co. Antrim to our meal stop at Greenisland Golf Club. This will be a 3 course carvery meal with a choice of beef, chicken or salmon for main course. Choose on the day. Any dietary requirements please contact the organiser

I would like to invite everyone both ladies and gents to wear a humorous hat on the day; the more unusual the better. There will be a prize for the most amusing.

Directions:--- The Pheasant is situated on the Upper Ballynahinch Road Lisburn. From Hillsborough take the Ballynahinch Road -at the staggered crossroads in Annahilt turn left into Glebe Road. The Pheasant is approx 1.25 mls on the left.

Closing date for entries will be Saturday 26th April 2008

Entry fee per person £17.50 Children £10.00

Please send cheques made payable to BOVC to-

Brendan Mullan

3 Norwood Drive Belfast BT4 2EA

Home 02890292938

Mob 07724143347

++++++ DONT FORGET YOUR PICNIC AND YOUR HAT +++++

PARADE OF OLD VEHICLES

FRIDAY 6TH JUNE 2008

Banbridge Old Vehicle Club will organise a 'Parade of old vehicles' (over 20 years old) from the car park of the '**THE OUTLET**', just off the A1, along a route into Banbridge town centre before finishing with supper at Banbridge Rugby Club in Arderys Lane .

It is our hope that the event will attract all types of 'old' vehicles including motorcycles, commercials, tractors and cars;

The assembly area will be cordoned off from the main car park from mid-afternoon to allow those who wish, to come early, park and display their vehicles while they explore the many designer shops or perhaps have a meal in one of the restaurants within the complex. We hope to be able to offer an incentive to those who can park their vehicles from 4pm.

The Parade itself will begin around **7.45pm**, it will follow a route through the two new roundabouts unto Newry Road and along Newry Street to the top level of the cut at Scarva Street. At this point the vehicles will turn left along Scarva St and left unto Edenderry Road to follow the 'BANBRIDGE 100' motorcycle racing circuit of old, about 5 miles in length, taking in Ballygowan Rd, Lisnagade Rd, and return to the town on Scarva Rd over Jinglers bridge at the cut and then to Banbridge Rugby Club, Arderys Lane for supper (Tractors and slow vehicles will, when the parade reaches Scarva St for the first time, turn right over the bridge and go directly to the Rugby Club) The vehicles on the longer route should have about 8 miles to cover while the shorter route will be about 2 miles.

After last years inaugural event we expect that it will grow to become one of the major annual happenings in our club calendar, if you require any further information on the event or wish to help on the night feel free to call me

Entry Fee is £5 .00 per vehicle, including 2 supper tickets extra supper tickets will be £2.50 each entry should be pre-booked, we may have to restrict the numbers so it important to get your entry in early by completing the universal BOVC entry form and sent with the cheque (payable TO BOVC) to:

Brian McJury 30, Scarvagh Locks, Scarva. Co Down BT63 6NB

Telephone 028 3883 0984 mobile

THE BRONTE RUN 7th June 2008

As per the rules of Banbridge Old Vehicle Club, only vehicles 20 years or Over may take part in club runs.

Those taking parting the Bronte Run should assemble at The OUTLET CENTRE outside Banbridge on the main A1 Newry dual carriage at 10.00am. Toilets and refreshment facilities are available for anyone requiring same.

We will leave The Outlet Centre and travel via Loughbrickland, Rathfriland, Hilltown, Spelga, and into Meelmore Lodge Camp site for our Picnic Stop.

After lunch we will head through Bryansford Village towards Newcastle and travel through Newcastle town centre onto the Kilkeel Road. Short of Annalong head for Silent Valley, Spelga Dam, head for Hilltown/Rostrevor and into Warrenpoint for our evening Meal in Diamonds Resturant. Total distance covered is around 72 miles.

As you are now aware we shall be using the universal entry form for all runs this year, there are two included with this magazine and further supplies are available through the organiser or any committee member or they can be photocopied if necessary. Please select your choice of menu from the list below and enter the requirements in the space provided on the entry form together with all other relevant information.

Entry Fee per person £15-00 Children under 12 years £7-00

Closing date for entries will be 30TH May 2008.

Please send your completed entry form together with a cheque made payable to BOVC to

Harry Pepper, 23 Richmond Heights Banbridge BT324HU.

Telephone number 028 4062 3108

MENU CHOICE

A – Roast Beef.

E– Vegeterian

B – Breast of Chicken & Stuffing

F – Jam Sponge

C – Breaded Cod / Chip

G – Pavlova

D – Steamed Fillet of Salmon

H– Sherry Trifle

I – Ice Cream

J – Any special dietary requirements Contact Organise

*** PLEASE DO NOT FORGET YOUR PICNIC ***

THE MAJOR CIRCUIT OF ULSTER

You may recall in the June 2007 magazine we printed a picture of a “Circuit of Ulster” metal badge and asked the question if anyone knew of its origin other than the fact it was issued by Belfast & District Motor Club. After a great deal of research I discovered that it was presented as a handlebar badge to anyone who, being bound by the rules of the event, completed a 250 mile solo lap of “Ulster.”

It is 82 years since the first running of the Major Circuit of Ulster, I can only think of what sort of machinery would have been used, motorcycles with girder forks, solid rear end, single or twin cylinders and cars probably with cable brakes and side valve engines.

On the 14th April 1926 an idea was put before a meeting of the Belfast & District Motor Club to run an event called the Major Circuit of Ulster and a batch of handlebar badges were duly ordered and a set of rules for the event were drawn up.

1. Entrant must be a club member and must give one weeks notice of his intention to partake, naming two days convenient to himself (and not necessarily consecutive) for his attempt. Should he be unable to partake on the first day, he must do so on the second day named by him, inclement weather will not be considered a sufficient reason for postponement.
2. The rider will be given a detailed route card of the course to be followed which will be on country roads only, (remember this is 1926) checking points will be given and approximate distance of these from each other. Instructions of how to find checkers will also be given.
3. The entire circuit will be roughly 250miles
4. The rider must complete the journey in one day
5. The rider will be required to travel alone, if a sidecar driver he will not take a passenger. He will be asked to give his word that he has travelled alone and has received only that amount of assistance which he would



normally receive on a pleasure or business trip and that special arrangements were not made for repairs.

6. Notification of the intention to ride will be sent in advance to the checkers
7. The circuit will be open to car drivers who will be required to comply with the rules applying to sidecar drivers.
8. Entrants will be required to undertake not to publish any statement nor to permit to be published any statement as to the time taken other than that the time taken was the minimum otherwise.
9. In the case of two men choosing the same date they shall be required to go in opposite directions, the choice of direction will be given to the earlier applicant.

The agreed route was starting Belfast – Downpatrick* - Newry* - Caledon – Aughnacloy* - Enniskillen* - Ballinamallard – Drumquin* - Strabane – Londonderry* - Coleraine* - Ballymoney* - Ballymena* and back to Belfast with checks at the marked stops*. Mr JR Bainbridge & Mr T Stewart were the first to attempt the circuit, later that month three others were awarded badges. By the end of 1926 a further 12 people were identified as having been awarded badges, according to the records a Mr JB Gallagher from Banbridge completed the Major Circuit of Ulster in 1927 and was awarded his badge.

That is the story so far, now that you know the route would you like to have a go at it in your Classic? It could be a super day out contact me if you would be interested.

Sam Baird

JUST A THOUGHT

If the committee could put something together in the form of replication of the Circuit of Ulster to allow each entrant to follow the route in his or her own time, on a day of their choosing and being checked in at various points along the way, would you be interested in taking up the challenge? I would have to stress that we could not or would not organise this if it were a speed event, I am thinking along the lines of a touring event with a unique award presented at the end.

Please give this some consideration, if you have any thoughts on what way it could be run or would be interested in taking part please let me know. *Sam Baird*

Banbridge Old Vehicle Club has been of a member of **FBHVC for a number of years, we get sent a copy of their magazine but unfortunately not all of our members get the opportunity to read this. It is our intention, where possible, to keep you updated on relevant issues that appear in the magazine Although it would be unviable to reprint it as a whole we shall endeavour to give you as much relevant information as possible, for those of you with internet access the full magazine can be downloaded from their website www.fbhvc.co.uk**

TOWING ON 'A' FRAMES

A comment in a club journal to the effect that a member had had a brush with the law as a result of being in the habit of towing his rally car to and from events on an A-frame has prompted this note, which relates only to towing by cars and light commercial vehicles. Different rules apply for agricultural vehicles, motor tractors and road locomotives.

Regulations 19 and 22 of the Road Vehicles (Construction and Use) Regulations of 1986 (as amended) make special provisions for the recovery of vehicles that have broken down during the course of a journey - they may be recovered using appropriate equipment, including A-frames. The Road Traffic Act imposes a speed limit of 20 mph on ordinary roads and 40 mph on motorways for vehicles being recovered in this way, and that applies to broken down vehicles being towed by rope, solid bar, dolly or A-frame

Other than such breakdown recovery situations, the C & U regulations treat vehicles connected by a rigid coupling as towing vehicle and trailer. The use of an A-frame thus means the towed car becomes a trailer in the eyes of the law, and must therefore comply with the normal requirements of a trailer.

The same C & U regulations require trailers over 750kg gross mass to have brakes that are either operated directly from the towing vehicle or that operate on the overrun. Unbraked trailers may not exceed 50% of the gross mass of the towing vehicle. A device

that applies the brakes on the trailer if for any reason it should become detached is required on trailers above 1500kg gross, but below that limit secondary couplings (such as chains) may be used.

A-frames can really thus only be used legally for towing cars if (a) that car is being recovered after a breakdown (b) the gross weight of towed car and A frame is below 750 kg or (c) there is some fail safe mechanism to apply the brakes of the towed car. The lights on the rear of the towed vehicle have also to comply with C & U regs for trailers, including warning reflective triangles and towing vehicle registration plate.

Paint

The long-awaited consultation on draft regulations for a licensing scheme to allow the continued supply of traditional paints that don't comply with current Volatile Organic Compound solvent limits was published early in October. DEFRA has taken the view that cost is already limiting the supply of non-compliant products (mainly cellulose) very effectively, so they have chosen to keep the proposed licensing system as simple as possible, defining qualifying vehicles as being those over 30 years old. Two kinds of licence are proposed - an individual licence, where a person wished to obtain supplies to paint a specific vehicle and trade licences where a trader obtains a general licence to obtain supplies for the purpose of re-painting vehicles that may be passing through his business.

It is proposed that local authorities (which already have responsibility for monitoring vehicle refinishing businesses) should issue the licences. Our concerns with the proposals lie with the complication of the proposed system for obtaining a licence and for keeping records, and with the associated costs that might differ radically from local authority to local authority. Our response to the consultation (due in by 12 December) will major on these points.

Interestingly, during the course of a conversation with the chairman of the vehicle refinishing committee of the British Coatings Federation (himself the owner of cars from the 1920s and 1930s) a new avenue of approach has opened up which might obviate the need for a licensing system for vehicle refinishing products altogether. If it could be agreed that traditional paints for refinishing historic vehicles should be classified under the regulations as 'special finishes' (they are not at present), no licences would be required as the VOC limit for the special finishes category is high enough to accommodate cellulose paint.

Number plate inspection at MoT

The Association of Rootes Car Clubs alerted us to a rumour that the inspection of number plates at MoT would be extended next year to include a check that the plates of all post-1972 vehicles carry the BSAU 145d standard marking. We were not aware of any amendment to Statutory Instrument 2001/561, the regulations governing the display of number plates, which require this standard **only** for vehicles first used after 1 September 2001. (Plates for vehicles made from 1 January 1973 to 31 August 2001 need to comply with the earlier BSAU 145a, or equivalent.) The obvious concern was that plates marked with the earlier standard, or without any marking, would have to be replaced in order to pass the MoT.

Happily, that is not the case. But as usual with such rumours, there is an element of truth behind it. VOSA has confirmed that since 1 October 2007, the MoT inspection

procedure for number plates has required a check on the BSAU 145d mark (or equivalent), but only for vehicles first used after 1 September 2001. Plates on vehicles first used before this date should be inspected only for the usual legibility and format. FBHVC would like to hear of any cases where earlier vehicles are failed on the BS mark (or lack of it).

Mascots

The Jaguar Enthusiasts Club reported a case where a Mk II Jaguar had been failed at MoT in Northern Ireland because of its original equipment leaping-cat mascot. The MoT in NI is different to the mainland, and includes a check to ensure that cars comply with certain Construction and Use regulations, including section 62 of the Statutory Rule of Northern Ireland number 1999/454 which says: *...a motor vehicle first used on or after 1 October 1937, shall not have fixed to it a mascot, emblem or other ornamental object in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot, emblem or other ornamental object is not liable to cause injury to such person.*

This regulation matches the equivalent mainland Statutory Instrument 1986/1078. Given the 1937 date of application, it is reasonable to assume that the requirement is unaltered since then (but we have not yet had time to check). However, if it is unaltered, the Jaguar would have had to comply with the regulation when new. With the help of our contacts at VOSA, we are investigating further to establish whether the MoT failure was a one-off case of an overzealous tester or if, in NI, modern interpretation of a long-standing regulation has accidentally resulted in what amounts to a retrospective ban. This investigation is on-going. One thing is certain, though, mascot inspection is not part of the MoT examination in England, Scotland or Wales.

Christmas Run

Day after Boxing Day, still full of turkey and good cheer. Assembly point, the Belmont Hotel, Banbridge 10.30am. Mild, grey day, warm tea with scones in the downstairs of the hotel, clean warm and inviting.

Thirteen cars in all with drivers and passengers ranging from 3 to maybe 33!! Out of the drive, turn right and within seconds we were into familiar countryside. Tip toeing along, we found our way to Rathfriland and on to Hilltown. To our left we could now see the mountain we had to climb as the Mourne looked as though they had just been painted into the horizon for us that very morning.

On up to our first stop, Spelga Dam, a somewhat different climate as the wind blew through the best of winter wear. Still, a stretch of the legs and a poor attempt to skip stones on the water that chopped along the shore.

On we went, further into the mountains, beautiful views past the Silent Valley and now downwards towards Annalong. Our stop for lunch, The Harbour Inn.

Now as far as Annalong goes, it would tend to be a town I would blink as I drove through, never thinking of a stop, not anymore.

Panoramic views from the top floor of the Harbour Inn. Winter waves breaking over the harbour wall much to the delight of our youngest spectator. Panning left down the beautiful coast, and all with the backdrop of the dominant Mourne, great find Harry, and I will definitely be making a stop there again.

Good selection of food and the meal was great. John Miskelly and Michael McKay kept our table entertained and Billy Ferguson had brought friends along from Germany, nice people and I do believe they enjoyed the day.

On another international note, Ken Geary had a good entourage with daughters and son-in-laws from Belgium and Malaysia (and the usual support from Armagh) so I do believe Banbridge Club is now globally known.

A big thanks to Harry and Margaret for their work in putting together a great day out and definitely one of the top highlights of my seasonal break.

Martin Geary

I cdnuolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdanieg. The phaonmneal pweor of the hmuan mnid Aoccdrnig to rscheearch at Cmabrigde Uinervtisy, it deosn't mtttaer in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Amzanig huh?

1938 Daimler Benz 320A

Whilst visiting my daughter and family in the Mosel area to help with the wine harvest I was delighted to see this beautiful Mercedes. The car is owned by a friend of my daughter and after a wine tasting, several cases were loaded into its boot before being driven back to Bonn, the vehicle has



an interesting history and has been magnificently restored.

The car is owned by a Mr Pohl, it is a Daimler Benz 320A, 6 cylinders 3.4 litre 78PS. Built in the year 1938 it is a 2 seat cabriolet with 1 rear emergency seat, was driven during the war by a General from the German Rifle division (Hitler?) in Lettland..

A Russian man bought the car and then it changed into the hands of a German motor enthusiast from Frankfurt who, with a great deal of difficulties, carried out a complete restoration which took him 5 years. The frame is made from Eschenholz (Teak) with beautifully renovated metal, the original wheels had spokes. The new owner upgraded the car and got a set of spoked wheels made at a cost of 22,500 euro, the car now has an estimated value of 500,000 euro as it is quite unique.

Peter Davies

MGOC Annual Charity Quiz

Every year it is customary for Banbridge Old Vehicle Club to receive an invitation from MG Owners Club to take part in their annual charity quiz and contrary to last year there was some difficulty in gathering up a team of 8 to take part in what is always an entertaining evening. Ken McDevitt our chairman ably assisted by Brian McJury, plus Myreve Chambers, Samuel Spence, Norman Chapman, Hanna and Will Dewart represented the BOVC. There were 15 teams competing mostly coming from local motor clubs, with the organisers, there were in excess of 120 people in the hall, it was a fun night with a charity gaining some funds at the end. I won't go into all the details of what all the scores were at the end of the night except to say that the BOVC team did not let the club down, in fact up until the round any one of 4 or 5 teams including BOVC could have won it was a good improvement on the lowly 12th position at the finish last year. The actual quiz was **won** with 2 points to spare by the Banbridge Old Vehicle Club, known on the night as 'Kens Heroes' with 64 points from a total of 90 and I can assure you that was a very good score but I have to say there is little that matches the deep felt scar left on your mind when a question from the quizmaster produces that blank stare from everyone at the table, I must say that did not happen very often.

The real winner on the night was the charity '**HEARTBEAT**' and their representative David McCann was presented with a cheque to the value of £1,550 by the MGOC's Steven Cassells, this brought the total raised, by the annual quiz, for local charities since 1992 to £38,000

I think I speak for most of those who give up their time to support this worthwhile event it was a wonderful night enjoyed by all.

Samuel Spence

BOVC Table Quiz

I would just like to take this opportunity to inform you about the BOVC table quiz which was due to take place on Monday 31st March.

Unfortunately due to clash of dates the organisers have reluctantly had to postpone the quiz to later in the year, probably in October, further details will be in the June Magazine, apologies to all who were looking forward to a good nights craic.

Samuel Spence

Club meeting Tuesday 26th February 2008

Mrs Beverley Allen of Trading Standards visited our club. She gave us a very informative talk explaining that Civil Law is a dispute with some one which would normally be taken to a civil court or in most cases a small claims court if claim involved is fewer than 2k. Criminal Law is where the government has made the Law and various bodies enforce it. Free advice to consumers on Legislation from dodgy petrol to weights and measures is one of her many tasks.

Beverley gave us some good tips such as never ask for a estimate always ask for an quotation.

Hopefully Beverley's vast knowledge of law and consumer rights will have given us all an insight into what can go wrong when out there buying our beloved second hand cars and keep us motoring safely.

Sheila Adair.

Treasurers comments

In the December magazine, the first of the new financial year, I asked the magazine editor to publish for the first time the income and expenditure figures for the period. This was the cause of some confusion, by way of further explanation to those who did not understand my reason for doing this. My aim was to provide total transparency of the accounts and enable those interested to follow not only the club events but the clubs financial position. At the October AGM I provided the annual accounts and the opening balance for the new financial year a copy of which was provided to all those present. Simply follow the figures provided in the quarterly magazine and you will arrive at our current position as supported by our bank statement. I would stress that the following figures that I have asked to be published are a general account of income and expenditure for the running period. (i.e. from Dec '07 to Feb '08)

Reg Bell treasurer

	Income	Expenditure	Mth balance +	Mth balance –	bank balance
December	£470.85	£796.26		£285.41	£7,102.05
January	£1,910.00	£221.00	£1,689.00		£8,791.05
February	£400.00	£40.00	£360.00		£9,151.05

Welcome to our new members

Mr Terry Cathcart - Castlereagh 1949 MG "Y"

Mr Neill Heaslip - Lisburn 1976 TRI TR7 and 1968 Morris
1300 auto

Mr Mark Heaslip - Lisburn 1983 Porsche 924

Mr Gerald A Bagnall - Newry 1988 MX5

Mr Eugene Meehan - Tynan 1982 Mercedes 230

Mr Alan Lyons - Crossgar 1973 Princess 1300

We hope to see you all out on our club 'runs'

COACHTRIMMING for the ENTHUSIAST

AS A QUALIFIED TRIMMER & VINTAGE CAR OWNER I

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Hallidays Bridge Cultural Society

Annual cavalcade of old vehicles will take place on

Thursday 19th June at 7pm

Starting at the car park of the NI Electricity on

Aughnatrist Road, Culcavey, Hillsborough

All profits in aid of Cancer Research

Further details from Robert Mitchell 07860621413

For Sale

Mercedes 230SL Pagoda
Burgandy, Hard and soft tops,
Manual gearbox MOT'd June
'08 a stunning example of this
classic. Tel: **077 6867 1491**
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1988 Mini Metro Country has
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and is presently on SORN Grey in
colour only 26000 miles on the
clock £600 ovno telephone Ivan
at:- **077 0319 2008**

Rover 2000 P6

2 No New Fibreglass Rear Wings

Rover P4

Haynes Workshop Manual

Triumph herald

1No Rear Valance & R/H Sill
both in fibre glass

I No Completely New rear
valance ,still in original primer

1No Off side rear quarter valance
in good order

1No Heater Matrix

1No Gasket for timing chain
cover

1No Oil seal for crank shaft
Workshop manual

**Michael on 90615779 after 5pm
or 07815435102**

1989 Honda Civic CRX white
with black leather 2 owners last
one 17 years Mot'd to Sept '08
Taxed to Feb '09 Full service
history one driver since Mar
1990 mileage 138,580 Price
around £1800 phone Rosaleen
on:- **078 3535 0105**



Italian car parts Hugh range of
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from 1970 – 2005
Phone **Frank on 077 6110 2851**
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Triumph TR6 Stainless Steel
exhaust system in good condition

1974 Triumph TR6 engine and
gearbox it runs well

Triumph TR6 various small
items

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Phone Peter 028 9188 3608

For Sale & Wanted

1984 Volkswagen Caravelle
high top camper van needs tidying
phone **Andrew 07799722504**

1971 P1800ES Volvo
Has been partially restored needs
finishing
£500-00 ono phone
Ken 028 3753 1514

Wanted
Mercedes SL R107 model hood
locking/release lever (for above
windscreen) **Phone Samuel**
07785510376

1989 BMW 635 CSI
Highline motorsport edition in
need of light restoration 17"
genuine Alpina alloys LSD
sports suspension full electrics
red with black leather interior
phone **Andrew 07799722504**

Wanted --
Mini 3 Clock Dash also
Metro 1300 engine and
gearbox phone **Brendon on:-**
02890292938 or
07724143347

Continued from p5

Admission and entry is free,
entrants will be given free

McDonalds meal vouchers, we expect a wide variety of cars of all ages and types
with space for upwards of 60 vehicles.



PALMER'S

MON - FRI
8.45 - 5.15

SATURDAY BY
APPOINTMENT

AUTO SERVICE

Tel: 0784 3394 792
Home: 9268 2462

To those who have made contributions to the Magazine the editors offer you our sincerest thanks. As we have said previously it is your magazine for your club for your enjoyment so please, if asked to 'do' an article please don't just walk away if everyone were to do that there would be no magazine. The last date to have anything placed in the June edition will be **Tuesday 27th May**

Club Shop

New items for sale bearing the BOVC crest

Wall plaques £15.00
Metal car badges £8.50
Club Ties £5.00

A very keen price for club members can be had for Millers Oils

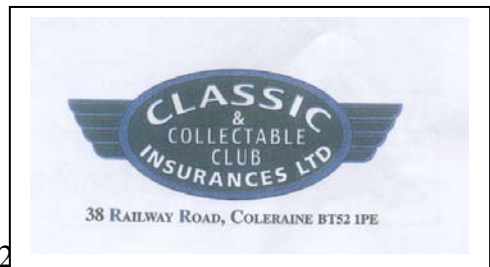
Millers 250ml VSP+
Unleaded additive: £3.50
Millers 500ml Diesel
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Phone for all items:-

Reg Bell
02897561079 or 07877385835

or

Samuel Spence 028 9268 8533 or
07785510376



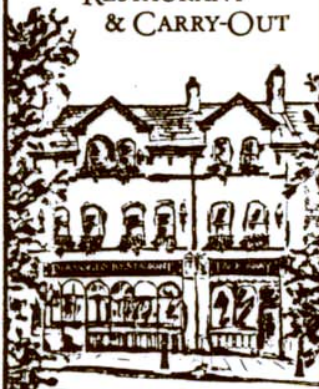
Joe Evans

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