

deliberately scraped off. It was clear to me that the scraping of the battery could have been made with any one of a variety of implements, if in fact an implement was used. The lettering could easily have been removed by simply rubbing the battery against an abrasive surface such as a coin or stone.

160. [REDACTED] there was a connection here with another recent suspected LVF murder. [REDACTED] in the investigation of a murder in Portadown, which is seven miles from Lurgan. [REDACTED] to identify the outlet from which a can of cigarette lighter fuel had been purchased by reference to the batch markings printed on it. In addition to contacting the manufacturer, enquiries were made at several local shops which sold the product in an effort to identify the one from which the lighter fuel had been purchased. While this did not ultimately provide a positive lead in that investigation, the nature of the enquiry was likely to have filtered back to the individuals responsible for the murder. It was, and still is, my belief that the perpetrators of the murder of Mrs Nelson, armed with the knowledge that there was a possibility of tracing the origin of the battery, removed the batch markings to prevent that eventuality.
161. An enquiry was made with Energizer who are manufacturers of Ever Ready Ultra Plus 9v batteries in respect of the marking that had been removed. It was confirmed that the type of battery used in the device was distributed throughout Europe and there were in fact no unique identifiers either inside or on the exterior of batteries sold.

A Missing Timer

162. The one missing component from examination of the scene was the remains of a timer device. Although of course I have no scientific expertise, my experience has been that all UVIED's have a timer as part of the electrical circuit. Without such it would make the planting of the device precarious. Normally a timer with a short delay, such as a basic household timer, was placed on these devices. The longer the delay used, the more likely it was that the device would not detonate in the circumstances envisaged by the perpetrators. It was all about controlling the detonation. The danger arising from a longer delay, from the bomber's perspective, was, for example, that the intended victim may have used and parked up the car before detonation or that a different driver might have been using the car at the time of detonation. Usually these devices were planted