

S.H. V.R

THE SWANSEA HISTORIC VEHICLE REGISTER



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SHVR Committee

Membership Secretary

Keith Turner - 01792 363830

Secretary:

Adrian Jones - 07896 185255

Treasurer:

Patrick Pattison - 01792 885414

Publicity:

Roger Gale - 01639 635860

Committee Members:

Leighton Jenkins **Edward Purcell**

01792 402911 07816 768103

Jeff Robbins **Graham Bentman**

01792 843858 01558 685367

Howard Spence **Daniel Jones**

01792 296846 07931 072626

Neil Price **Patrick Burns**

07938 016731 01792 873545

President: Michael Worthington-Williams. MBE.

01239 711486

Cover picture:

2019 Brass Monkey Run – Drinks are served, food is on it's way.

Happy New Year

To all Our Members and Friends

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CLUB EVENTS - DATES

Editorial

It is interesting that in the process of putting together the newsletter, I am finding out how active the club still is. I know in the late nineties that we were really busy since we had around 250 members then, however as time moves on and there appears to be fewer classic car enthusiasts it becomes a struggle to keep the momentum going. So we all have to thank the committee and associated members who work hard to keep up standards, even if this results in having a Sunday Lunch on your own. So having said this I'm hoping the newsletter becomes a little bit of a catalyst to bring us all together. So if you have, or find any interesting stories or snippets that you think other members might be interested in please send me a copy. Same applies if you go to any interesting events or venues which we could share with other members or go to as a club in the future.

We are now living in an information age, (which can be both good and bad), however we all chat on clubnight, so in reality this newsletter is just an extension of this. And yes if you find any good motoring jokes or have some classic car literature or brochures we could scan, please let me know. The aim is that this is a club newsletter.

Adrian has been setting up a new SHVR Website, Hopefully more on this at Clubnight. Many thanks to the two Mike's for helping me with the newsletter.

Steve M

Mince Pies Night

Our December club night means it is time to breakout the mince pies for a pre-Christmas treat. As has become the custom recently, our Christmas party has migrated to January and we now have an extra celebration of the Christmas period.

We had a good turnout for the December meeting considering how busy this time of the year has become for most of us. No doubt, like Sally and I, a number of you threaten to do a lot less next year in the build up to Christmas. As many of you will have done on the previous occasion and failed to make the change.

The Rugby Club provided the normal sandwiches along with a good supply of hot mince pies. It is amazing how quickly a reasonably amount of food can be reduced to empty plates in such a short time.



'Santa' does her rounds early.



The remains of 70 mince pies.

Everyone had a good chance to have a natter with their friends and compare their planned Christmas activities with each other.

All too soon it was the close of yet another year in the club's history and time to focus on the new decade and one more year nearer to the magic 50th anniversary which will be on us before we know it.

Mike

MICHAEL JOHN GREEN DEC 1947 ~ DEC 2019

Michael John Green was born on the 19th December 1947 in Surrey, the second of three boys. His parents had met during the war, his mum being from St.Thomas. The family had moved to Swansea after he had left school and he attended a 'crash course' in mechanics. He took a job in a garage but soon realised he was allergic the various oils used and left to join his father's Delicatessen business in Brynmill.



He joined South Wales Police in 1974, spent time in uniform then Vice Squad, Drugs Squad and C.I.D. During that time he developed an interest in model engineering, making model car engines. From there he joined the Swansea Society of Model Engineers based in Derwen Fawr.

His car history began with a Mini, actually he acquired his mother's, very soon he had modified it the extent that he had to cut out a section at the front of the bonnet in order for the radiator to fit and had also fitted twin Webber carbs. This was followed by a green Austin Healey 'frogeye' Sprite. Journeys in this included a stopover near London, in the morning nearly all local cars had 'popped' their core plugs so many hours delay for engines to defrost enough that core plugs could be re-fitted. Unfortunately, the heater was then not working so there was an extremely long, cold journey back to Swansea as this was before the M4 had been constructed! Other cars included the more sensible 1100, Allegro and a Maestro.

Michael then joined SHVR and obtained the 'basket' lot that became the Triumph Super Seven. Over time he became Secretary, was involved in organising the Annual Show in Singleton Park, (this was initially a card index system but eventually became computerised). Swansea became twinned with Cork and SHVR with Kinsale. This became the start of a long relationship with regular visits between the two, initially using Swansea Cork Ferry. A great time for all involved!

One of the most enjoyable parts of being involved with "old" cars are the characters you meet on your journey through life. My first encounter with Mike

was when he was in the force. I hadn't long acquired a 1963 Jaguar MkII and was putting it through its paces when all of a sudden, just like Dr. Who, Plod appeared through the mist! After reading the riot act to me both Mike and I became lifelong friends. We joined SHVR together and worked on various committees with like-minded enthusiasts.



Mike was an accomplished engineer and improviser. Testimony to this was building a body for his Triumph Super Seven on the dining room table; the only problem was removing the bay window to get the body out. Bernice recalls sawdust throughout the home and added to food for many weeks.

Mike was part of the Mumbles/Kinsale twinning committee in the late 80's and then went on to twin SHVR with the Kinsale Vintage Club. That was the start of the Irish trips.

Mike arranged and organised all the early trips to Kinsale and was and still is Mr. Kinsale, Mike used to say it was his second home and he was always happy with the friends and members that used to frequent the raids on Kinsale. Were we an old car club with a drinking problem? or a drinking club with an old car problem? One thing was for sure, everyone had a great time. 'Great Craic' for all involved!

Mike's tireless enthusiasm for SHVR stayed with him, even recently when his long term health problems were getting the better of him, he managed to come up with the goods.

A brilliant ambassador for the old car brigade. We have all had the honour and pleasure of being Mike's friends.

Our thoughts are with Jane and Richard.



Mike Palmer

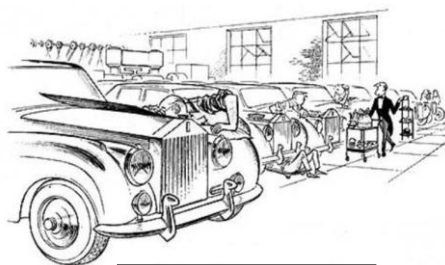
2019 BRASS MONKEY RUN

Little did we know that when the idea of a New Year day's run and get together was suggested, we would have a constantly oversubscribed event on our hands? Thinking like a young party animal, my original argument was that most people would have got to bed late, if at all, and would be nursing sore heads swearing never to do it again and the thought of a road run and a lunch would be the furthest thing from their minds. What did I know? This year we started once again from the Duntun Rugby Club who opened up early for those who wanted to have a tea or coffee. It was a later start time this year; we were a year older than last year after all.



The hotel had told us not to arrive before 2.30pm this time, which everyone adhered to and things did go a lot smoother. The staff were ready for us and the tables had all been rearranged for us to be in groups. We did as is usual, turn up with more people than were booked in which caused a bit of a reshuffle in the kitchen, but the food was good as always and the staff made sure all 48 of us were well looked after.

Mike



Tea Time at Rolls Royce

SWANSEA SEA CADETS

Every year the Swansea Sea Cadets and their officers assist the club with the running of the Singleton Show on the May bank holiday. This year the show was blessed with good weather and attracted a large number of visitors, so many that the carpark facilities in the school were pushed to the limit, with more cars than we have seen before.

Apart from some signage that we put up first thing in the morning, the cadets take full charge of the parking for the day. Unfortunately during their hard work, the youngsters also face some abuse by members of the public who consider them to be there to vent their frustrations on.



The cadet force is run as a charity, dependent on donations from sponsors and the general public. Swansea Historic Vehicle Register and Studt's Fairs have always supported the cadets by means of a donation for their support on our event. Make no mistake, without their continued support, the Singleton show could not carry on, we do not have the member numbers to run the car parking side of the day.

Our annual donation was made on Monday the 2nd at the end of their evening Colours parade. Our cheque was presented to their Honorary Treasurer by committee member Neil Price. Neil thanked the cadets present, explaining how their contribution to the successful running of the Singleton show is very much appreciated and how we look forward to continuing our relationship in the future.

Mike

HUMBER

Thomas Humber founded the Humber cycle company in Sheffield in 1868, but it was not until much later that the company would become involved with the production of motor vehicles. The Humber company expanded through the 1870s to the point where it was producing bicycles in Nottingham, Beeston and Wolverhampton. Factory number four was opened in Coventry in 1889, by which time Humber was seriously looking at motorized transport. There was a brief flirtation with such oddities as tricycles and quadricycles — one of which sported front wheel drive and rear wheel steering.

HUMBER CARS

Won the Edmond Johnson Cup and Graphic Trophy, defeating 38 competitors, representative of the best British and Continental manufacturers; and have also been awarded Automobile Club Certificates for reliability.



6½ H.P. Royal Humberette, 150 Guineas.

PRICES:	
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No. 256.

In 1899 the first Humber car, the 3 1/2 horsepower Phaeton, was built at Beeston, but the first Coatalen designed car, the Voiturette, did not appear until 1901. This was followed by the 1903 Humberette, which sported a tubular frame and 5hp single-cylinder engine. Larger cars came in the shape of the 1902 four-cylinder 12hp, which was soon followed up in 1903 by a three-cylinder 9hp and a four-cylinder 20hp model. By this time, Humber car production was concentrated at a new factory in Folly Lane, Coventry, which - coincidentally - was situated close to Hillman.

After 1905, the smaller engined models were dropped, allowing Humber to concentrate on the production of its staple 10/12hp model and the larger 16/20hp. In 1907, this range was

supplemented by the arrival of the Humber 15hp.

Until 1908, Humber cars continued to be produced in Coventry and Beeston, but thanks to financial difficulties, the Beeston factory was closed (despite producing higher quality cars), allowing the company to concentrate on one factory. The event saw the defection of Coatalen to rival Hillman. These austere times also led to the re-introduction of the company's two-cylinder models.

In 1913, the Humberette model re-appeared in a new form: the car was powered by an air-cooled 8hp vee-twin engine... this was aimed at a decidedly different end of the market to the company's next endeavours. The company shelled out £15,000 on a three-car team to compete in the 1914 Tourist Trophy race. The cars



were designed by FT Burgess, and were powered by double overhead camshaft 3.3-litre four-cylinder engines.

Sadly, the ambitious programme failed to deliver results, and Humber's involvement in the TT was something of an anti-climax. The World War I days were spent producing arms and aircraft

engines, but by the 1920s, Humber had become well established as the producer of solid and reliable cars, which were mainly powered by side-valve engines. In 1922, a step towards modernity was taken with the launch of overhead inlet/side exhaust engines, and the 8/18 of 1923 made good use of it. It was a light and refined car, and proved sprightly for its day thanks to its light kerb weight and relatively powerful 985cc engine.

When the 8/18 received an enlarged version of its engine, it was re-named the 9/20. However, with an enlarged engine came a much heavier body, and as a result, the car's previous reputation for sprightliness was soon lost. Sales of Humbers remained buoyant during the late 1920s, when annual volumes exceeded 4,000, thanks to the continued success of the 9/20, 14/40 and 20/55hp models. Confidence was such that Humber bought up the Luton-based commercial vehicle producer, Commer.

However, the late 1920s saw a rapid shift in the company's fortunes. Although, it was felt that Humber was comfortable enough to purchase an outside interest, the truth was that the car producer was neither big nor exclusive enough to tough out the recession. 1929 saw the joining of Hillman and Humber, as well as the close involvement of The Rootes Group. According to Graham Robson's excellent book, "Cars of The Rootes Group", this period in Humber/Hillman/Rootes history was a little blurred around the edges. What is clear is that Rootes purchased an

interest in Humber and Hillman (although it is not clear which was first)...



In 1930, Humber was effectively swallowed-up by The Rootes Group, although it was not until 1932 that it became a fully-owned manufacturing subsidiary of Rootes. The photo above,

taken during the 1960s, shows the extent to which the combined Humber and Hillman factories has expanded into one another. Either way, soon after the takeover, the model range changed. Two new sixes were launched; the 2.1-litre 16/50 and the 3.5-litre Humber Snipe. Rootes influence soon could be seen throughout the Humber range - in 1932, the overhead inlet/side exhaust engine was discontinued, and the following year, the company introduced a 1.7-litre four-cylinder 12hp.

By the outbreak of World War II, Humber were producing a range of cars powered solely by six-cylinder engines. Humbers were now positioned as the more expensive cars in the Rootes range, being positioned above Hillman as it was, and thanks to stylish bodies by Pressed Steel, the company's reputation was a good one. Production continued throughout the hostilities, when the 4.1-litre Super Snipe and its variants were built as staff cars... Monty had one called "Old faithful."

Humber made military workhorses during World War II, including the Humber Command Car, the Humber Scout Car, and armoured cars. Mack's Humber "Pig" Mk II started life as a Humber GS1611 series radio truck in 1953; in 1954, it was converted to an FV1611 type armoured personnel carrier FFW (Fitted For Wireless) and was used in Germany with the British Army until 1969. It went into storage until 1972, when it was used in Northern Ireland, where the Pigs worked well because of their five-speed transmission and normal steering wheel - a simple but heavy truck. It was up-armoured (taking it from 10,000 lbs to 14,000) and was one of 36 fitted with an anti-riot chemical discharger system.



After the war, production of the big sixes continued, although a Hillman-based 2-litre four-cylinder model was installed in the Humber Hawk model. In 1950, a Super Snipe driven by Maurice Gatsonides (he of GATSO camera fame) and the Baron van Zuylen de Nyvelt took second place in the Monte Carlo Rally, even though "Gatso" had - amusingly - chosen the least sporting car he could think of. In 1952, a Snipe was driven from London to Cape Town in a record 13 days and 9 hours.



In 1953, Super Snipes and Pullmans received overhead valve engines, and the Hawk a year later, in 1954. The Super Snipe was briefly discontinued, only to be re-launched in 1959, thanks to customer demand.

Following the Chrysler acquisition of the company in 1964, the Humber range was expanded to include the SuperMinx-based Audax Sceptre; and according to Gary Martin, Humber took advantage of Chrysler's move by putting the company's 318 V8 into Super Snipe and Imperial models. Lord Rootes and the president of Chrysler both had vehicles fitted this way, according to Gary; it is unclear whether this was a limited production option or a prototype/special run.

In 1966, the Arrow based Sceptre model was launched, and this remained in production until 1976, a victim of Chrysler rationalization. With the discontinuation of the Sceptre came the death of the Humber marque name.

Just in Case You Have To Drive In California !!



The following are a sampling of real answers received on exams given by the California Department of Transportation's driving school, (in other words the Saturday morning traffic school for moving violation offenders.)

Q: Do you yield when a blind pedestrian is crossing the road?

A: What for? He can't see my license plate number.

Q: Who has the right of way when four cars approach a four-way stop at the same time?

A: The pickup truck with the gun rack and the bumper sticker saying, "Guns don't kill people. I do."

Q: When driving through fog, what should you use?

A: Your car.

Q: What problems would you face if you were arrested for drunk driving?

A: I'd probably lose my buzz a lot faster.

Q: What changes would occur in your lifestyle if you could no longer drive lawfully?

A: I would be forced to drive unlawfully.

Q: What are some points to remember when passing or being passed?

A: Make eye contact and wave "hello" if he/she is cute.

Q: What is the difference between a flashing red traffic light and a flashing yellow traffic light?

A: The colour.

Q: How do you deal with heavy traffic?

A: Heavy psychedelics.

Q: What can you do to help ease a heavy traffic problem?

A: Carry loaded weapons.

Q: Why would it be difficult to be a police officer?

A: It would be tough to be a #!head all day long.

A Quick Witted Priest !

A Priest is driving along a highway but gets stopped for speeding. Spotting a bottle on the passenger seat the cop says, "Sir, have you been drinking?". Only water", replies the Priest "Then how come I smell wine on your breath?" asks the cop. The Priest's shoulders sag and in a resigned voice he whispers, "Oh no, don't tell me He's gone and done it again!"

British Motor Show

Britons got a taste for grand exhibitions well before the motorcar. The Great Exhibition of 1851 in Joseph Paxton's huge iron-and-glass 'Crystal Palace' in Hyde Park was an immense success in showing the skills and goods of a colonial power at its peak. Although designed as a temporary structure, it was rebuilt in 1852 in Sydenham, South London, and inspired the Royal Agricultural Hall in Islington, which opened in 1862.



The First British Motor Shows And Olympia

The transition from horse and carriage to horseless carriage was cautious. There had been steam-powered buses in the early half of the century and enough smaller steam-powered vehicles for the second Locomotives Act of 1865 to restrict speed to 4mph in the country and 2mph in town, with somebody walking in front with a red flag.

The 1890s marked lift-off for the gasoline internal combustion engine, although motoring was still a very specialist interest with sections of the population decidedly fearful of these new contraptions. In 1895 there were about two dozen petrol-driven cars on British roads and, although just two British companies were offering to build cars at the end of that year, the number was about to explode. German and French manufacturers were speeding ahead and their products were popular imports.

The first British motor show took place at an agricultural showground in Tunbridge Wells in 1895, organised by Sir David Salomons, founder of the Self-Propelled Traffic Association. Just four cars were shown, all of them French but able to go as fast as they could on private land. The event attracted favourable newspaper support for a higher speed limit, according to motoring historian Nick Georgano in *Britain's Motor Industry: The First Hundred Years*.



Between 1896 and 1906 the Earls Court grounds hosted London's first big wheel, which was 300ft high and took 1,200 passengers at a time. Here it towers above the 1906 Austro-Hungarian exhibition. (Olympia/LMA)

The year 1886 had been a landmark one for the car. Carl Benz, regarded as the inventor of the purpose-designed petrol-engined car, introduced the Benz Patent Motor Car. Ten years later, in 1896, the Locomotives Act was amended to increase the maximum speed to 14mph and banish the man with the red flag. The fastest recorded speed that year was 10 mph.

Meanwhile, a purpose-built exhibition centre for London took shape on ground in West Kensington along the Hammersmith Road. The owners of the Agricultural

Hall in Islington set up the National Agricultural Hall Company in 1884 to build Britain's largest exhibition space to take its military and livestock shows to a much greater audience near the West End of London. Its vast iron-framed roof, designed by architect Henry Edward Coe, had a 170ft clear span and is still standing today.

The National Agricultural Hall opened in December 1886 but is now known by the name it was given in 1946: Kensington Olympia, or simply Olympia. Despite hosting some hugely popular circus shows, a water-filled recreation of Venice and a few large exhibitions, Olympia lurched from receivership to liquidation as its gigantic spectacles ran over budget and exhibitors chopped and changed, with three owners in its first ten years. For a far fuller account of entertainments in the early days of Olympia it's well worth tracking down a copy of John Glanfield's out-of-print book *Earls Court and Olympia: From Buffalo Bill to the 'Brits'*.

In 1896 London saw motor exhibitions at Crystal Palace and the Imperial Institute, and over Christmas Olympia hosted the International Motor Show and

Cycle Tournament, its first motor show, but did not have enough cars to avoid sharing space with other exhibitors. A 'Cycling and Motor Car Exhibition' is also documented for 1897.



Britain's first manufacturer-supported motor show was held at London's Olympia, November 1905

Of course, Britain was not alone in embracing the motor show and greater car-producing nations in Europe were joining in. In 1897 Berlin hosted the Internationale Automobil-Ausstellung. The Automobile Club de France, founded in 1895, created the first Exposition internationale de l'automobile, du cycle et des sports in Paris, in 1898. The

first Turin Motor Show was in 1900; Geneva in 1905. In the twentieth century these names would vie with

London for status in the minds of car makers and writers, if not the public; Frankfurt took over from Berlin and Hanover in 1951.

Centres of British car manufacturing were growing fast, especially in the Midlands. Car ownership was still the preserve of the modern-thinking aristocracy but middle-class customers such as doctors were joining them. The time for an industry-backed large-scale motor show had come, and Frederick Simms, a British engineer, created the Society of Motor Manufacturers and Traders (SMMT) in 1902 as a trade body to bring together Britain's growing but disparate motor industry and promote its interests at home and abroad. At first its principal aim was to exercise control over motor shows and the first SMMT-backed exhibition was held at Crystal Palace in January 1903. With more than 180 exhibitors in an area of 87,000 sq.ft, the show catalogue proclaimed it the largest motor show in the world. There was money to be made from exhibition space for motorcars even in those early days. Also in 1903 the Earls Court grounds hosted the Stanley Automobile Exhibition (after the Stanley Cycle Club) and the Royal Agricultural Hall in Islington also offered a motor show.

How World War One Changed the Car You Drive Today

Many things come to mind when discussing World War One – the stalemate of trench warfare, the horrors of Passchendaele, the poetry of Sassoon and McRae and the massive loss of life on all sides.

It's easy to forget the impact of the young automotive industry during the war, whether it be on the battlefields or the home front. The companies that sell some of today's most popular cars – Renault, Ford, Citroen, BMW and more – all took part in the conflict, and not in the ways you might have thought. In light of the recent centenary of the outbreak of war on 4th August 1914, it's an ideal time to look back on the car firms with the most prominent connections to the First World War.

Rolls-Royce



As the self-proclaimed maker of the ‘best car in the world’ in the pre-war years, it was perhaps inevitable that the British military would call upon Rolls-Royce to provide them with sturdy and dependable motorised transport. As good as the stock Silver Ghost model was – Rolls-Royce had been producing it for eight years by the outbreak of war – it did require some beefing up for battlefield life. Armour cladding

filled in for the coach-built bodywork on customer cars, and some came with a rotating machine gun turret on the top. Though used extensively on the Western Front, Rolls-Royce's armoured cars are perhaps most famous for their exploits in the Middle East. The legendary T.E. Lawrence used them extensively in the Arabian campaigns, and famously went on record to say “a Rolls in the desert is above rubies”. World War One also played a part in establishing Rolls-Royce as an aero-engine manufacturer. Despite only offering three engines at the time, and even though it was never able to fully keep up with demand, Rolls-Royce's units ended up powering more than half of the aircraft used by the Allies during the war. By the time the Second World War started, its famous Merlin engines would power Spitfires, Hurricanes, Lancaster bombers and countless more aircraft over the skies of Europe and Asia.

Renault



Of all the car manufacturers to participate in World War One, Renault was by some margin the most active. Like Rolls-Royce, Renault did initially contribute to the French war effort by supplying cars to the military. More impressively, every single Renault taxi cab in Paris was temporarily repurposed as a troop transport in 1914, to help counter the German offensive during the

First Battle of the Marne.

As important as the commandeered cabbies were, of even more significance to the war was Renault's FT light tank (shown above). Although no-where near as heavily armed or as imposing as the British heavy tanks, their (relative) speed and the sheer quantity of them made this dinky little device a devastatingly effective asset. Renault produced approximately 3,600 of them, and more than half of the tanks used by the Allies during the war were FTs.

Crucially for the firm's future interests, World War One inadvertently gave Renault the tools it needed to create commercial vehicle off-shoots with. Its first tractor, for example, was heavily based on the FT tank. Renault's various commercial vehicle sub-divisions still exist today, although most have now been separated from the car company.

Ford



The picture shows a Ford Model T Field Ambulance 1916 canvas on wood frame model used extensively by the British & French as well as the American Expeditionary Force in The Great War. Top speed 45mph from a 4 cylinder water cooled engine. Despite being one of the most powerful and influential pacifists in the world at the time, even Henry Ford

couldn't keep his gargantuan car company out of the Great War for long. Almost as soon as war was declared, the tractors and trucks built in Ford's British factories were soon being produced almost exclusively for the armed forces. Eventually, even Ford's cars were repurposed into suitable warzone surplus –

once converted into a mobile field ambulance for the Red Cross, the almost-omnipresent Ford Model T soon became just as common a sight on the Western Front.

Ford's contribution to the Allied war effort really kicked up a notch when America officially entered the fray in 1917. However, not all of Ford's products proved successful – the M1918 light tank, for instance, was so basic compared to the Renault FT that the US Tank Corps cancelled the 15,000 unit contract after a mere 15 examples had been shipped to France.

Despite the focus on military vehicle production, Ford's many plants – in particular, the factory in Manchester's Trafford Park – were still primarily geared up for car production. As a result, by the time the Treaty of Versailles was signed and the war at an end, a staggering two out of every five cars on UK roads was a Ford, a vast majority of which being Model Ts.

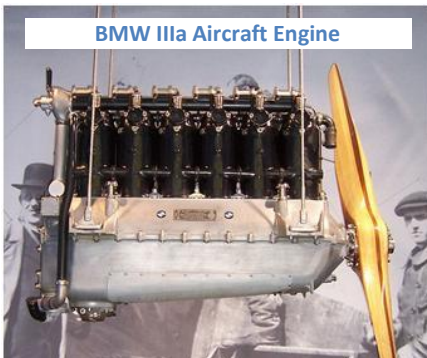
Citroen

In the early 20th century, Citroen wasn't a name many would have associated with cars. Whilst the eventual founder Andre Citroen had prior experience in the automotive industry, most would have known him at the time for patenting the double-helical gear pattern, or for operating one of France's largest munitions factories during the war.

As early as 1916 Monsieur Citroen realised that once hostilities eventually ended, his cutting-edge production facility in Paris would suddenly have no practical use. So, believing the best post-war industrial opportunities would be in mass-producing cars, Andre soon set about drawing up the preliminary plans for the quirky French car company we know today.

In 1919, the first Citroen production car rolled out of the Quai de Javel factory, and the rest, they say, is history.

BMW



Like Citroen, BMW wasn't around in 1914. In fact, the 'Bavarian Motor Works' wouldn't even exist as a car maker until a decade after the war was over. But it was during the conflict when the roots of BMW started to sprout. It all kicked off in late 1917, when internal disputes at the Rapp aero-engine maker resulted in co-founder Karl Rapp being forced to depart the company which bore his name. Upon Rapp's resignation, the firm was instantly

reorganised, restructured and renamed into the 'Bayerische Motorenwerke', or 'BMW'.

Around about this time, the now-famous BMW badge had also been successfully patented. However, whilst many believe the blue-and-white roundel resembles a rotating aeroplane propeller, and is a reminder of the company's roots in the aviation industry, the colour palette wasn't chosen on reminiscent grounds: it's merely a homage to the Bavarian flag.

Classic Car Road Run Tips



"it's easy, lady...just follow the oil leaks!"

The Green Light





For name of your nearest Triumph dealer call: 800-447-4700. In Illinois call 800-327-4400. British Leyland Motors Inc., Leominster, N.J. 07605



You not only get a car and a girl but a piece of history.

Way back then a new car flashed on the racing world. Spitfire! Honoring the plane that saved Britain.

It has done the name proud, racking up three national Class F championships, driving British Leyland to more national production victories in Sports Car Club of America competition than any other manufacturer.

For thousands this lovely two seater was their first sports car. It took an uncanny grip on owners. Says one

buff: "I now have a Ferrari. But I still think back to that damn Spitfire".

Straight line integrity, then till now. Still the same throaty sound, the tight circle, the snug seat, the rollicking ride, the intimacy, man and machine—pure Spitfire.

This year, a bigger 1500cc engine, 2 inch wider track, higher 3.89:1 axle ratio, larger 7¼ inch clutch. We look for new tracks to conquer.

There it is. A car, a girl, a piece of

history. Like your first love, you'll never forget your first Spitfire.



GINGER LACEY,
BATTLE OF
BRITAIN ACE,
(18 KILLS)
GROWS
SPITFIRE.

Triumph Spitfire 1500

The 1960s Car Prices



The 1960s: a decade of flower power, free love, the first man on the moon, the Beatles, the Mini and miniskirts. Britain was the centre of attention, with the nation leading the way in fashion and pop music.

In 1960, the original Skoda Felicia would have cost £744, the equivalent of £15,628 when inflation adjusted. Today, that price will secure you a Skoda Rapid, or a superior Octavia, if you're prepared to do a little haggling.

Another car of note is the Ford Lotus Cortina. Back in 1964, you could drive away in this super-saloon for £1,100 – about a third of the average house price. Inflation adjusted, that's a little over £20,000. Good luck securing a Lotus Cortina for that price in 2016.



In 1966, as England lifted the still gleaming Jules Rimet trophy, the Porsche 911 was still in its infancy. You could have celebrated the Three Lions' triumph by purchasing a 911 for £3,438 (£60,041 in 2016). Today, you'll need at least £76,412. There was an alternative. The four-cylinder 912 – so often unfairly overlooked – was available for the much cheaper price of £2,466. That's the equivalent of £43,066 – quite a significant saving. All of the flash, a lot less cash.



As if to bridge the gap between the 60s and 70s, Ford launched the Capri in 1969. The 'car you always promised yourself' became a firm favourite of the 1970s, not least because of its low price. Just £890 for the 'European Mustang' – what a steal.

Year/Car/Price new (2016 adjusted)

1960: Skoda Felicia – £744 (£15,628)

1961: Hillman Super Minx – £854 (£17,761)

1962: Ford Classic – £723 – £779 (£14,542 – £15,668)

1963: Hillman Imp – £508 – £532 (£9,796 – £10,259)

1964: Lotus Cortina – £1,100 (£20,797)

1965: Saab 96 – £729 (£13,343)

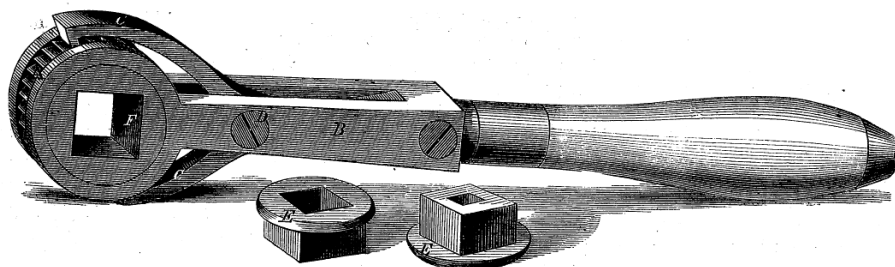
1966: Porsche 911 – £3,438 (£60,041)

1967: Rover P6 – £1,358 (£22,826)

1968: Renault 4 – £599 – £629 (£9,823 – £10,315)

1969: Ford Capri – £890 (£13,939)

The First Socket Wrench



In the middle of the 19th century, Scientific American ran a patent agency to encourage the development of new inventions. The best were then published in their magazines. Although socket wrenches have been used for centuries, the modern wrench has ratcheting mechanism with it. An American inventor named JJ Richardson patented the first ratcheting socket wrench with changeable sockets in 1863. His invention was quite simple, instead of needing different wrenches to accommodate different sizes, you could have one wrench that used different sockets. Instead of a male connector on the wrench, as modern socket wrenches have, in this tool the outside of the sockets (E) fit into the square hole (F) in the wrench. The ratchet (C) only turns in one direction; to turn nuts in the other direction the wrench is turned over and the socket is attached to the other side. When you needed a different size, you'd just change the socket.



Press Release

For Immediate Release
6th December 2019

Federation of British Historic Vehicle Clubs announce new Director of Archiving

The Federation have announced that its board of Directors has co-opted Andy Bye as Director of Archiving with immediate effect. Andy will serve on this basis until the Federation's next Annual General Meeting.

The move comes in response to the Federation's increasing requests for advice from member clubs and the monitoring of the continual development and evolution of the historic vehicle movement.

David Whale, FBHVC Chairman said, "Our, strategy has served our members and partners well for several years, but in the past twelve months we have realised that many clubs require support on the successful archiving of production drawings, build records and marque artefacts and so we are delighted to be able to extend our portfolio to support clubs on this important topic."

Andy Bye, who will be known to many as one of the trustees of the Rootes Archive Centre Trust, brings with him considerable knowledge and experience around the subject of archiving, which he will be sharing for the benefit of Federation members and the wider historic vehicle community. The team behind the Rootes Archive Centre Trust is credited with saving the archives from the old Rootes Group Engineering Department. The team went on to purchase their own freehold Archive building near Banbury through fundraising and recently announced that they are on the verge of paying for the building in full after only 4 years of further fundraising. An admirable achievement, to give the Rootes archive certainty for future generations.

Andy Bye is retired from PSA Peugeot Citroen having started with the group in 1979. During his career, he did in fact work for Chrysler, Talbot, Peugeot Talbot, Citroen and Peugeot and at his retirement was Quality Director for PSA Peugeot Citroen. Andy was an active rally co-driver in Imps, Avengers and Sunbeams. These days he remains actively involved in both the motorsport and classic car sectors where he provides preparation and trackside support for a number of

historic race cars. Andy is a member of the Sunbeam Alpine Owners Club and The Imp Club.

Speaking about his appointment, Andy Bye said, “Contributing to the FBHVC gives me the opportunity to become involved with the larger historic vehicle movement and to share my experience and passion for preserving and protecting invaluable archive artefacts and records. Many of the Federation’s members are grappling with how they manage, preserve and protect archives, so I am pleased to be able to offer support on how best to go about securing the future of the important information they collectively hold on our transport heritage.”

Andy Bye’s first priorities will include the creation of a handbook of documents outlining best practice for managing archives including cataloguing options, finding suitable spaces, funding, storage options and ‘How to Do It Guides’. Andy is also keen to work on creating a central database of archivists for the sharing of knowledge and information as well as opening discussions with potential supporting partners.

Members will have their first opportunity to meet with Andy Bye at the forthcoming FBHVC Club Expo day to be held at the British Motor Museum, Gaydon, Warwickshire on Saturday 25th January 2020. To book your ticketed place for Club Expo, please contact secretary@fbhvc.co.uk.

The Ford GT Which Broke The Crushing Machine.

As you’d expect, all cars undergo rigorous testing before going on sale to the public. During a roof crush test, the material on a Ford GT proved so strong that the machine was unable to squash the roof. In fact, it ended up breaking the very machine designed to crush it. The car, a 2005-06 model, had been constructed with a superplastic-formed frame and aluminium body panels – which is why it was super-strong. There are some suggestions that the crushing machine used wasn’t very good, but we’d still like to believe the Ford’s superpowers had something to do with it.



FEBRUARY AUTOJUMBLE

Don't Forget the SHVR Autojumble on the 16th February at the Swansea Bus Museum, 2 Viking Way, Winch Wen, Swansea SA1 7DA.



Newsletter 'For Sale' Adverts

If you have anything for sale that you would like to advertise in this newsletter, please send details via e-mail to steve.mitchell@resqnet.co.uk. You may have to keep image sizes below 7.5 Mb in size otherwise the e-mail may reject them.

CLUB EVENTS 2020

- Jan:** 26th **SHVR Lunch Run** - Pont Abraham 11am
- February** 1st Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
16th **SHVR Autojumble** – Swansea Bus Museum - TBC
17th **SHVR Club Night** - Dunvant RFC 7.30pm
23rd **SHVR Lunch Run** - Pont Abraham 11am
- March** 7th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
16th **SHVR Club Night – AGM** - Dunvant RFC 7.30pm
29th **SHVR Lunch Run** - Pont Abraham 11am
- April** 4th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
5th South Pembs Coastal Run – Jeff Edwards PCCC
20th **SHVR Club Night** – Dunvant RFC 7.30pm
22nd **SHVR Drive it Day – TBA**
26th **SHVR Lunch Run** - Pont Abraham 11am
- May** 2/3rd **SHVR Singleton Show weekend NOT MONDAY!**
6th **SHVR trip to Kinsale**
16th Wales on Wheels
18th **SHVR Club Night** - Dunvant RFC 7.30pm
27th **SHVR Pub Run** - Pont Abraham 6.45pm
- June** 6th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
14th Bluestone Run – Jeff Edwards
20th Bicester Flywheel
24th **SHVR Pub Run** - Pont Abraham 6.45pm
27th/28th Towy Valley Show
- July** 4th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
20th **SHVR Clubnight Barbecue**
25th/26th **SHVR Summer Rally**
29th **SHVR Pub Run** - Pont Abraham 6.45pm

SHVR

Swansea Historic Vehicle Register

MEMBERSHIP APPLICATION FORM

Membership fee is **£20 per year, January to December**. This includes a monthly copy of the SHVR magazine available on club nights or otherwise by post. The club organises various events for the benefit of members including, Auto Jumble, Static Displays and Shows, Local Car Runs, SHVR Tour to Ireland, Monthly Club Nights, Summer Barbecue and Christmas Buffet. The SHVR magazine includes Reports on Shows and Events, List of known Forthcoming Events in South Wales, Motoring Articles and Features, Club News and Free Members' Advertisements.

Full Name:			
Address:			
Postcode:			
Telephone No:			
E-mail:			
Car Details	Car 1	Car 2	Car 3
Year:			
Make:			
Model:			
Reg No:			
I would like to become a member of SHVR and enclose my members £20 (Cheques payable to SHVR Ltd)			
Signature:		Date:	
Please post the completed form with SAE to: SHVR Ltd, 115 Newton Road, Newton, Swansea SA3 4SW Tel No: 01792 363830			

S.H.V.R. Ltd. Reg. No. 4167559

