S.H.V.R

THE SWANSEA HISTORIC VEHICLE REGISTER

FEBRUARY 2020

A Member of:

FEDERATION of British Historic Vehicle Clubs

Yesterday's Vehicles for Tomorrow's Roads

Swansea Historic Vehicle Register Ltd.

Registered Number 4167559

www.shvr.co.uk

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Cover picture:

New Member David Lavier's Morris 1000 Convertible, braving the rain on the January Sunday Lunch Run.

In This Month's Issue

Editorial

It is hard to believe that it is late February already, seems only five minutes since Christmas and some of us are a year older this month. Time to think about getting our cars back on the road, the Jaguar MkII is now back from a respray and it's down to refitting chrome, interior and woodwork. So plenty to do. The problem is that it is hard to generate the enthusiasm when it always seems to be raining.

I believe that IT problems prevented Adrian showing the new SHVR Website at the Christmas Party, and that this will be rectified this month with clubnight being back in the usual room. Musn't forget as well that SHVR has a Facebook site.

The Sunday Lunch run in February will be a joint run with the JEC West Wales Region finishing at the Diplomat Hotel near Llanelli. You don't have to turn up in a classic car if your's is SORNED or off the road for the winter, so don't worry about this.

We had some worrying news that Keith Turner has been advised by his Doctor to stop any committee work or organisation work with any clubs. Hence Keith has temporarily stepped down and Mike Jones has taken over the Membership Role in the interim. Keith has been an ardent supporter and committee member of SHVR for a significant number of years and has done a grand job. We all have our fingers crossed and wish both Keith and Celia well.

NOTICE OF ANNUAL GENERAL MEETING 2020

TO BE HELD AT THE DUNVANT RUGBY CLUB

MONDAY 16th MARCH 2020 AT 8 30 PM

AGENDA

1. Opening Remarks
2. Apologies for Absence
3. Event Report
4. Financial Report
5. Auditors Report
6. Election of Officers and Committee
7. Any other business
8. Close of meeting

All nominations to be sent to the Club Secretary:
Adrian Jones
1353A Neath Road,
Hafod,
Swansea,
SA1 2HN.
ospreyade@gmail .com

Nominations close by the 10th March 2020.

Name _____

Address _____

_____

Tel _____

E-Mail _____

CHRISTMAS PARTY 2020

It is surprising how popular a Christmas party is in January. The now traditional post December celebration, proved to be as popular as ever with a good turnout of members, despite the weather causing one or two problems with foggy and miserable conditions, which caused a few regulars to miss the evening.

The raffle prizes were well studied before the draw which was held after the buffet as most people were getting hungry. Once again the buffet provided was superb with plenty of choice and lots of it.

Adrian gets everyone's attention.

Janette chases the membership renewals.

Tony Burrows tries for the winning ticket.

A good night was had by all once again. Thank you to the members who brought raffle prizes and to those who helped out on the night.

JANUARY SUNDAY LUNCH RUN

We can categorically confirm that the rain in Spain got lost and finished up in Cross Hands. Not a good day for new member David Lavier (with his wife Wendy) to take out the Morris 1,000 convertible, especially when the wipers failed, however good on him. We were not so brave and left the Daimler in the garage in favour of the XF which we knew would be a safe bet. However driving through the rain, we wondered whether the Discovery would have been a better choice.

We made an immediate executive decision when we got to Pont Abraham and all went for a coffee inside the services. Easier to chat in the dry. By the time we set off for the Bridge Inn the rain had subsided, such that the convoy headed by Dave and Gay, in the dry, with Mike as sweeper.

Then it was decision time, do we have a starter. Simple answer was no, since there was a problem with the electricity board playing with the power outside. Not a good thing with water about I thought. We did at times have a candle lit lunch which is something different. However I have to say that the pub coped really well and the power difficulties did not affect what was a really good lunch. And yes we made up for the lack of starter with pudding. Thanks to everyone who braved the elements and Christine and Alan for organising the run.

BUYING A CLASSIC CAR

When people say to me that they want to buy a classic car my first response is that this will be when the problems start. Hopefully different if you pay shed loads of money for a concours example. However, I recently found a Jaguar 420 at a very good price on Ebay. Went and looked at the car, It ran OK and drove (a short distance) Ok and was really solid underneath, albeit it probably needed a paint job and some new chrome, but was not full of filler. The best thing was the price. So we paid the man and loaded it onto the trailer to travel back home from Bracknell.

The owner had receipts for overhauling all the brake callipers and the carburettors. After a few months I noticed a leak under the rear axle. Turned out to be brake fluid, since that the right hand rear handbrake was binding and had heated the disc and cooked the calliper rubbers. We also decided to check the antifreeze levels. Yes 100% water and no antifreeze, so the next step was to pour in some Rad Flush to clean the system out. Started the engine so it could warm up, and then after about ten minutes got soaked with a serious stream of spray from around the radiator. Turned out be to the header tank which sits on top of the radiator on the 420, which had more holes in it than a cheese grater. The previous owner had used silicon sealer to try and seal it possibly long enough to execute the sale. You can't buy an original header tank but can get an aluminium version for around £500. Just as well we trailored the 420 back to Llandovery. And yes the exhaust started blowing as well, as the bodges on the right hand centre silencer gave up the ghost. Silencers on the 420 seen to be bespoke and are around £200 each.

One of the things about the rally fraternity is that they are overcoming these problems all the time. So we found a guy near Newcastle Emlyn who has fabricated a tank for £180, and it only took him a week. Plastic epoxy coating was an additional £20. Straight through generic centre silencers which are exactly the same size were £58 each, the only difference being that the exhaust pipe is in the centre of the silencers (vertically) however there is enough clearance underneath. My 3.8 Mk 2 has a straight through exhaust and barks when you hit the throttle, so the 420 should sound better. Might breathe a bit better as well.

Steve M

SHVR LAUNCH 1976

AFTER A GOOD deal of hard work by enthusiasts and publicity in the Evening Post, the Swansea Historic Vehicle Register has been formed.

One of the members of the register has come across the illustrated badge of the Swansea Motorist's League which would appear to be an organisation formed before the last war and is now defunct. A suggestion has been made within the register that the old badge be adopted as their emblem. However, the historic vehicle owners are anxious not to dent any bumpers by going straight on and would be far from happy in breaking any copyright which might exist about the design.

The Registers membership Secretary Mr Dave Rees would be glad to hear from anyone who knows more about the league and who would be interested in joining the register.

Ambitious

Monthly meetings of the register are held in the Shepherd's Arms Velindre Swansea on the third Thursday of each month. The Register caters for both pre-war cars and post-war classics. People who are not owners of such vehicles are eligible for Register membership at a reduced rate.

The Register has an ambitious programme planned, including driving tests, a barbecue, a Concours d'Elegance and a road safety run. Further plans include film shows, symposia on technical problems and general discussion programmes at their monthly meetings.

The Register has also acquired "The Greyhound Trophy" – an old car radiator mascot which will be awarded annually to the member who receives the highest aggregate marks for consistent use of his vintage vehicle and for placed performances in the Register's competitive events.

Peter Jones – Swansea Evening Post 7th October 1976

MEMBERS NEWS

Patrick Burns bought a picture taken by the recently deceased Mike Green. It was one that Patrick really liked and had it on display in his Gowerton home. In fact he liked it so much, that he had Charterbrook the sign people make a mural to fit his garage door to make it a bit different and pleasant to look at.

View from the driveway.

Close up. Note the lock and handle in the sky

Certainly a lot better than looking at a standard up and over door if you were the neighbour living opposite. Just think of the fun you could have if you wanted to wind up a miserable neighbour or two!!

Time to look through the photo album.

Mike

Marriage is a relationship in which one person is always right, the other one is the husband.

One day a man came home and was greeted by his wife, dressed in a very sexy nightie. !Tie me up" she said !and you can do anything you want."
So he tied her up and went off to play golf.

THE VERMIN CLUB

When Aneurin Bevan called the Conservatives 'Lower Than Vermin' in a speech made in Manchester on July 4th 1948, this instigated the Vermin Club such that the club's constitution appeared within a few months. These included:

- Three or more honourable vermin to form a quorum.
- Vermin Club Members to select their styles and description from the following: Hon Beetle, Polecat, Vixen, Louse, Flea, Cockroach, Weasel, Rat, Skunk, Slug, Colorado Beetle, Weevil, Mouse, Death Watch Beetle, Bedbug, Tick.
- No Honourable Vermin shall speak respectfully of the founder on penalty of standing drinks all round.
- Only Verminous Language to be used by club members among themselves. In a dispute as to what constitutes Verminous Language, the decision of the Founder shall be final.
- Objective of the club to infest the founder.

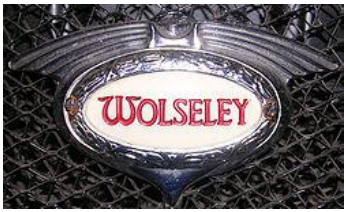
Any Vermin enrolling 10 new members was to be raised to the to the rank of Vile Vermin and entitled to wear a VV badge. Any member who enrolled 25 members would become a Very Vile Vermin and be entitled to wear a VVV Badge. Nests containing 200 or more Vermin will be given a Nest Badge indicating name and number of nest.

And all of this was to the benefit of Cancer Research at the same time, such that:

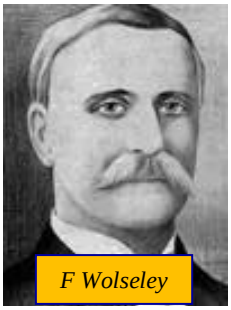
All profits were to be used to assist Cancer Research and other Medical Services, NOT state controlled which the committee may decide.

Mike Palmer

Mother Superior called all her nuns together and said to them, " I must tell you something, we have a case of gonorrhea in the convent." Thank god said an elderly nun at the back, "I am sick of Chardonnay!"



Interestingly, Wolseley's first car was designed in 1895 by none other than Herbert Austin, who would go on to found his own Austin Motor Company some 10 years later.


F Wolseley

Wolseley had its origins in the Wolseley Sheep-Shearing Machine Company Limited, set up in Sydney, Australia in 1887 by Frederick Wolseley (1837-1899), the Dublin-born son of British aristocrat Viscount Wolseley. Buckinghamshire-born Austin had ventured to Australia as a teenager with his uncle in 1884 to pursue a career in engineering.

Within a few years Austin had become manager of a small firm which won a contract to supply precision-engineered parts to the Wolseley company; thus, the association was born.

In 1889, Frederick Wolseley moved the business to England, with its registered office in Old Broad Street, London and a workshop off Broad Street in Birmingham. However, such was the quality of the work produced by Austin's company in Australia that the association was maintained and, by mid-1893, Austin had returned to England to take up the post of manager of the Wolseley Sheep-Shearing Machine Company.

The year of 1895 was a significant one for the company: as well as seeing the first fruits of their venture into car production, the company also moved to larger premises at Alma Street in the Birmingham suburb of Aston – the so-called Sydney Works, named in honour of the company's original birthplace. A second Wolseley model was introduced in 1897 and, by the turn of the century, the company was making its first four-wheeled motor cars.

By this time, Wolseley's car-building activities had the potential to overtake the original business of manufacturing sheep-shearing equipment, and it was clear that larger premises would soon be required if this were to be the case. However, the truth of the matter was that the Wolseley company had little more than a

cursory interest in the car side of the business, with all the impetus coming from Austin himself.

Vickers And Austin Enter The Fray

Meanwhile, the engineering firm Vickers had been set their sights on Wolseley as providing them with a means of entering the emerging motor-car industry. In 1901, Vickers established the Wolseley Tool and Motor Car Co. Limited, earmarking as its base a 3½-acre factory site at Adderley Park, Birmingham which they had speculatively purchased a couple of years previously.

10hp 2-cylinder tonneau 1903

Within a month, an agreement was signed between Herbert Austin and the two Wolseley companies, whereby the newly-formed company – with Austin as its manager – purchased the entire car-building activities of the original company, leaving the Wolseley Sheep-Shearing Machine Company happily to pursue the business its name implied.

At this stage, the future looked bright, but just four years later the company was in crisis. The combination of Austin's over-ambitious development of cars for motor racing competitions and his stubborn refusal to adapt to emerging changes in engine technology saw the company's finances slowly crippled, leading to Austin's resignation in the summer of 1905. That same year, Wolseley purchased the Coventry-based Siddeley motor company, with John Davenport Siddeley (later Lord Kenilworth) replacing Austin as General Manager; for the next five years, until Siddeley himself resigned, the company's cars were known as Wolseley-Siddeleys.

Management Shake-Ups And WWI

In the post-Siddeley years, Wolseley's business continued to grow. Just before the outbreak of the First World War in 1914, the company had been renamed as the Wolseley Motor Company and a programme of expansion had been completed at its Adderley Park works, with the size of its site increasing six-fold. The company had also diversified its business into various related areas, such as building commercial vehicles and taxi cabs, as well as engines for locomotives, boats and

aeroplanes. During the war years, car production gave way to that of armoured vehicles, munitions and aircraft components.

This was also a significant period for Wolseley's overseas development. In 1914, a Canadian offshoot – Wolseley Motors Limited – was formed, with bases in Toronto and Montreal. After the war, the Canadian operation became British & American Motors Limited, and an ambitious globe-trotting exercise saw factory representatives appointed in South Africa, Australia, New Zealand and South America.

And then there was Japan: in 1918, Wolseley signed a contract with Tokyo's Ishikawajiama Ship Building and Engineering Co. Limited – which had recently ventured into car production – giving the Japanese company exclusive production and marketing rights for Wolseley products in the Far East. Several Wolseley employees were sent over to Japan to assist in setting up the operation and, in December 1922, the first Japanese-built Wolseley model entered production. The company subsequently began building cars to its own designs and changed its name to Isuzu Motors Limited in 1949 – that company is, of course, still going strong today.

Expanding in the Midlands

Back at home, Wolseley had acquired a large production facility called Ward End Works at Drews Lane in Washwood Heath, Birmingham immediately following the war; this was the former Stellite light car works, which had been built on a 65-acre green-field site in 1914 by a company in which Wolseley's parent-company Vickers had since purchased a controlling interest.

The imposing 400ft frontage of Bromford House, the administrative block fronting the so-called Ward End Works at Drews Lane, in the Washwood Heath area of Birmingham: the home of Wolseley from the late 1920s until the end of 1948.

From 1919, Ward End Works was pressed into service producing commercial vehicles and components for Wolseley cars. Confidence was riding high and, in 1921, Wolseley set something of a trend amongst motor manufacturers by opening a prestigious flagship showroom in Piccadilly, in the heart of London's West End. Designed by the respected architect William

Curtis Green RA (1875-1960), the almost-palatial Wolseley House cost close-on £250,000 to build, and was awarded the inaugural Medal for Street Architecture by the Royal Institute of British Architects in 1922.

However, dark clouds were already gathering. Sales of Wolseley's relatively expensive models were failing to meet expectations, while another venture into motor racing was placing a further strain on the company's resources; by the mid-1920s, it was once more in financial crisis. Wolseley House had to go; it was sold to Barclays Bank in 1926 (although, in a nice twist, a redevelopment in 2003 saw it reborn as the upmarket Wolseley Café and Restaurant), and by the end of October that year, Wolseley was in the hands of the Receivers. Enter stage left, one William Morris.

Lord Nuffield Swoops In

The soon-to-be Lord Nuffield already held the Wolseley sales franchise for the Oxford area, where these cars were sold alongside his own Morris models, so it made sense for him to own the company; he even used a Wolseley as his personal transport, and reportedly continued to do so for the rest of his days.

Above all, though, the fiercely patriotic Morris was determined that Wolseley should not fall into foreign hands. At an auction held by the Receiver in October 1926, he purchased the Wolseley company in a private capacity for £730,000, valiantly fighting off rival bids from the ever-acquisitive General Motors and – surprise, surprise – the Austin Motor Company…

Wolseley was promptly restructured by Morris, becoming Wolseley Motors 1927 Limited. He concentrated Wolsleley production at the Ward End plant, freeing up the Adderley Park works; a relatively small part of the latter facility was set up to accommodate the production of Morris Commercials, while the rest of the site was sold off (along with the former Morris Commercials plant at Soho, Birmingham). Ward End would also later produce engines for the original (pre-war) Morris Minor.

Success Under The Leadership Of Morris

Wolseley prospered under Morris's stewardship and, by the 1930s, the marque had an enviable reputation within the motor industry. A range of independently-designed new models – such as the Hornet, Viper and Wasp – was introduced over the next few years and, in 1935, Wolseley became a subsidiary of Morris Motors Limited.

In these pre-war years, sales strengthened, production spiralled and it seemed that Wolseley could do no wrong. However, the days of independently-designed models were numbered: by the late 1930s, new 'Wolseleys' reaching the market were, in fact, Morris designs with revised front-end styling and more upmarket interiors and, following World War Two, the rationalisation would begin in earnest.

By 1948, production of Wolseley cars had been moved to the Morris plant at Cowley, while Ward End was turned over to the production of Nuffield tractors and other agricultural machinery. From here on in, all new Wolseleys would merely be badge-engineered versions of other cars from within the Nuffield Group (and later BMC).

New Stories With BMC In Charge

The year of 1948 also saw the launch of the first all-new, post-war Wolseleys: the Morris Oxford MO-based 4/50 saloon and its Morris Six-based sister-car, the 6/80. Although these cars carried imposing Wolseley-style bonnets and grilles (with the all-important illuminated badge, first seen in 1932), the more humble origins were all-too-apparent when viewed from the rear. The next-generation models – the 4/44 and 6/90, launched in 1952 and 1954 respectively – were far more successful from a styling point of view, with the sublime Gerald Palmer-penned lines being shared only with their MG and Riley stable mates.

The Gerald Palmer-designed Wolseley 15/50 in production at Cowley during the BMC days. Although the 15/50 and its sister car, the 6/90 were surely among the most stylish of Wolseleys.

Of course, 1952 also saw the merger of the Nuffield Group and the Austin Motor Company to form the BMC combine, with the result that the new company now had a total of five marques to manage. Further rationalisation would inevitably ensue: indeed, Longbridge wasted no time at all in producing a mock-up of a proposed Austin version of the Riley Pathfinder, although this never saw the light of day.

The next new Wolseley – the Morris Minor-based 1500, introduced in 1957 – was born out of project DO1058, intended to replace the Morris Minor itself. In the end, only Wolseley and Riley versions were released in the UK, although in Australia it emerged both as the

Austin Lancer and Morris Major. In December 1958, the Wolseley brand had the dubious honour of ushering in the brave new 'Farina saloon' styling with the 15/60 (just months after the style had been premiered on the somewhat less-crucial Austin A40); dubious, because the car was a Wolseley in name only, having been conceived at Longbridge (and Turin).

Sure enough, the new 15/60 was followed a month later by the Austin A55 Cambridge MkII, with the MG, Morris, Riley and even Princess (later re-launched as the Vanden Plas Princess) versions following in that order during the remainder of 1959

The 1960s saw the Wolseley (and Riley) brands enter new market territory, with the launch of the Mini-based Hornet and Elf twins in 1961. South Africa, meanwhile, did its own thing with the Wolseley 1000, which dispensed with the Hornet's extended boot. These two brands appeared on the BMC 1100 towards the end of 1965, quite a compliment to the little base-car when you consider that these versions were introduced as replacements for the aforementioned Wolseley 1500 and Riley One-Point-Five.

Quick Thinking !

A young lady was driving through a built-up area at about 70 mph, when she noticed a police motorcycle on her tail. She accelerated to 80mph, but the cop stayed with her. She put her foot down again and pushed her car to 90 mph, drawing rapidly away from her pursuer. Suddenly she saw a garage up ahead and with a squeal of brakes and tyres she pulled up in the forecourt and dashed into the Ladies Toilet. Five minutes later she emerged to find the motor-cycle policemen waiting for her. With a sweet smile she said "I bet you thought I would never make it in time"

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1970s Car Prices

The optimism of the 1960s was washed away in the 1970s, with the decade remembered for its conflicts, political unrest and unemployment. Many people also consider the 70s to be the decade that style forgot.

Of course, from an automotive perspective, the 70s will be remembered for the decline of the British motor industry and a new wave of cars being imported from the Far East. But how much did you have to pay for cars in the 1970s?

We kick things off with the Rolls-Royce Silver Shadow: the car that saved the company, while, in the long term, tarnishing its reputation. Oversupply led to falling values, with the Silver Shadow developing a reputation for being associated with 'end of the pier' entertainers and some rather shady characters. It wasn't always like this. In 1970, a Silver Shadow would have cost £9,272 in old money, the equivalent of £137,780 in new money. Take a moment to consider the average house price in that year was £4,975.

A year later, Jaguar unveiled its first V12-engined car, the Jaguar E-Type V12. Not the best time to be launching a gas guzzler, considering the imminent fuel crisis, but at £3,139.39, at least it wouldn't break the bank. In 1972, a basic Ford Cortina cost a mere £963 – not a bad price for the fastest selling car in Britain. In today's money that's £12,294. Try getting a new Ford Mondeo for that price.

But that's nothing compared to the £1,894.75 Renault was asking for the brilliant and forward-thinking 16TX. Its 1647cc engine helped to propel this smooth-riding hatchback to 50mph in under 9.0 seconds, while the big Renault was also generously equipped. Great car, sadly missed.

We'll leave the 70s with two cars that went on to lead very different lives. The rather brilliant BMW 2002 The cost was an eye-watering £3,659 in 1975, while, a year later, the 1976 Car of the Year Chrysler Alpine cost £2,164.49. One of those cars has gone on to become a gilt-edged classic car, while the other rusted into oblivion.

Year/Car/Price new (2016 adjusted)

1970: Rolls-Royce Silver Shadow – £9,272 (£137,780)
1971: Jaguar E-Type V12 – £3,139.38 (£43,866)
1972: Ford Cortina – £963 (£12,294)
1973: MGB – £1,393.06 (£16,604.87)
1974: Renault 16TX – £1,894.75 (£20,682)
1975: BMW 2002 Ti – £3,659 (£34,431)
1976: Chrysler Alpine GL – £2,164.49 (£16,399)
1977: Renault 4 – £2,595.29 (£16,879)
1978: Ford Capri 2.0S – £4,035 (£22,661)
1979: Fiat Strada – £3,044 – £3,742 (£15,785 – £19,405)

Clear as Mud !

Road Transport Act 1967

It is hereby declared for the avoidance of doubt that the material designed primarily to reflect white light as light of that or another colour is, when reflecting light, to be treated for the purposes of the principal Act as showing a light and material capable of reflecting an image is not, when reflecting the image of a light, to be so treated.

Driver's Hours Goods Vehicles (Keeping Records 1970)

When an employee-driver changes his employment, the employer by whom the employee-driver has ceased to be so employed shall on so being requested by the employee-driver or his new employer, supply the employee-driver or the new employer with such information as is in his possession relating to the whole part or any part of a current working week of that employee-drover as is specified is paragraph (4) of this regulation.

Motoring Inventions We Now Take For Granted

Many important and groundbreaking innovations and inventions have shaped the modern car and dictated automobile engineering in general. Automobiles have changed a lot since the 1990's, let alone the beginning of 20th Century. They really help show us just how far the technology has come since the paradigm shift in the 20th Century.

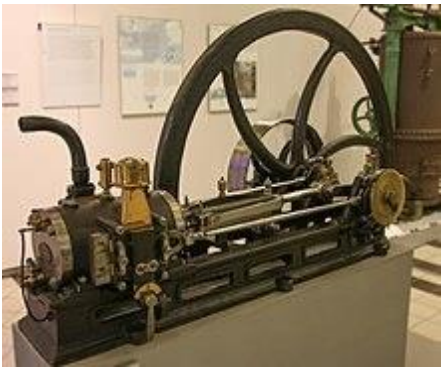
The Steam Engine Kicked Things Off

The steam engine was, undoubtedly, the most important innovation in automobile engineering. Although originally developed to pump water out of mines, improvements over time would drastically shrink the size of the technology.

The first reliable engine was developed by James Watt in 1775 but this was, in turn, refinement of the earlier Newcomen Engine. Steam engines would initially lead to the development of locomotives and ship propulsion but would later be refined for use in early cars in the late 1800's to early 1900's. The steam car became popular at this time, especially as roads improved. Fuel was relatively cheap as well. The fate of the steam-engined car was sealed when Henry Ford fully developed his mass production process. Electrical starters for internal combustion engines also removed the need for hand crank engine starting but internal combustion engine driven cars would ultimately win out as they were much cheaper to buy.

The Internal Combustion Engine Made Cars 'Cheap'

The internal combustion engine is, by any standards, the de facto reason for the existence of the automobile, today. Although various examples of early engines have been around since the 1700's, it took Etienne Lenior to produce the first reliable one in 1859.



The modern internal combustion engine, as we know it, wouldn't be developed until Nikolaus Otto patented his atmospheric gas engine in 1864. Later developments were made by George Brayton (the first liquid fuel engine) and a collaboration with Otto, Daimler, and Maybach gave the world the first four-cycle engine in 1876. The two-stroke engine was developed by Karl Benz a little later in 1879 with the production of Benz's first commercial motor vehicles commencing in 1886.

The Starter Engine Rendered Hand Cranks Obsolete

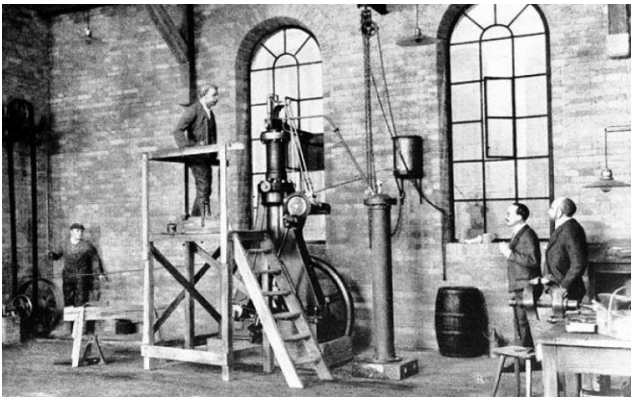
Internal combustion engines are feedback system that relies on inertia from each cycle to initiate the next. For this reason, cars need a way to rotate (crank) the engine so it can run on its own power.
Early engines used a variety of methods from gunpowder cylinders to springs to pure manpower using the iconic crank handle to do this. Although effective, these methods were inconvenient, sometimes difficult, and could be dangerous. Engines would often 'kick back' meaning the process was less than predictable. What was needed was a less laborious, more convenient, and predictable means of starting the engine.

The first electric starter was developed in England by H. J. Dowsing in 1896 who installed his self-starter, a dynamotor coupled to the flywheel, on an 1896 Arnold, a licensed version of the Benz Velo. The first U.S. patent for one was in 1903 with an improved one in 1911.

The first cars to have electrical starters installed were produced by Cadillac in 1912. Starter motors have now come to dominate the automobile market but their rise was not guaranteed in the early 1900's with hand cranks still in use well into the 1920's. Interestingly hand cranks were still supplied by some manufacturers as late as the production of cars like the Citroen 2CV (1948-1990).

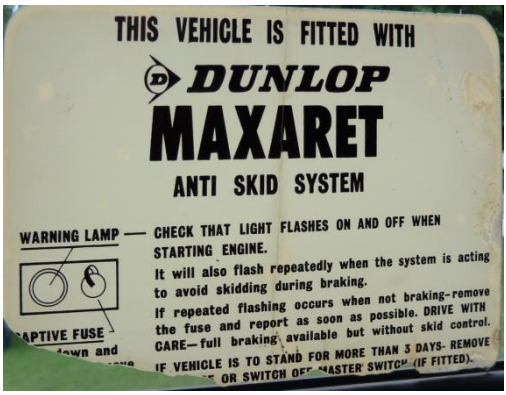
The Diesel Engine Is Pretty Efficient

The Diesel engine, or compression-ignition (CI Engine), was developed by Rudolf Diesel and is still today the highest thermal efficiency of any practical internal combustion engine. In some cases, low-speed diesel engines can have a thermal efficiency of just over 50%.



As the name suggests, ignition of the fuel is accomplished by mechanical compression of the air in the combustion chamber to such a degree that injected atomized diesel ignites instantaneously (adiabatic compression). This contrasts with spark ignition of petrol or gas engines. Rudolf Diesel, after almost being killed by an earlier ammonia vapor fueled steam engine, decided to base his new engine on the Carnot Cycle instead. Soon after Karl Benz was awarded his patent in 1893, Diesel published his groundbreaking treatise "*Theory and Construction of a Rational Heat-engine to Replace the Steam Engine and The Combustion Engines Known Today*". The Diesel engine was born.

Anti-lock Brakes Has Helped to Save Lives



Anti-lock brakes or anti-skid braking systems (ABS) are actually a pretty old piece of automobile engineering. Although modern systems were introduced in the 1950s in the Aero-industry and became popular in cars from the 1970s onwards, the concept dates from as early as 1908.

Modern systems allow the car to maintain tractive contact with the road during braking, thus preventing the wheels from locking or ceasing to rotate and therefore causing the vehicle to skid. The system is automated and takes advantage of the principles of threshold and cadence braking practiced by skilled drivers using the previous generation of

braking systems. The first patented 'ABS' was developed by German engineer Karl Wessel in 1928 - but he would never develop a working product. During the 1950's the technology began to take shape with Dunlop Maxaret's anti-skid system that was used extensively on UK jet aircraft like the Avro Vulcan and English Electric Lightning.
A truly modern system was introduced by Chrysler and was a computerized, three channel, four-sensor all-wheel ABS. It was called "Sure Brake" and came as standard on their 1971 Imperial. Other car manufacturers followed suit over the following decades with ABS being introduced in the 1990's on motorcycles.

Automatic Transmission Made Driving Easier

Automatic transmission, auto or self-shifting transmission, as another great innovation in automobile engineering. The automated system frees the driver from the need to change gear ratios manually as the vehicle is on the move. This innovation, in a pinch, immediately reduced the number of controls that a driver needs to use to control the automobile. It has had obvious advantages for individuals with disabilities but also means the driver can keep two hands on the wheel more often than in manual cars.

It was originally developed in 1921 by Alfred Horner Munro, a Canadian. He patented his design in 1923 and acquired UK and US patents in 1924 and 1927 respectively. Munro was actually a steam engineer and his early design used compressed air rather than hydraulic fluid as used by modern systems. Sadly, he never found a commercial application. Two Brazilian engineers, José Braz Araripe and Fernando Lely Lemos, developed a hydraulic fluid version in 1932 and sold their design to General Motors in 1940. The rest, as they say, is history.

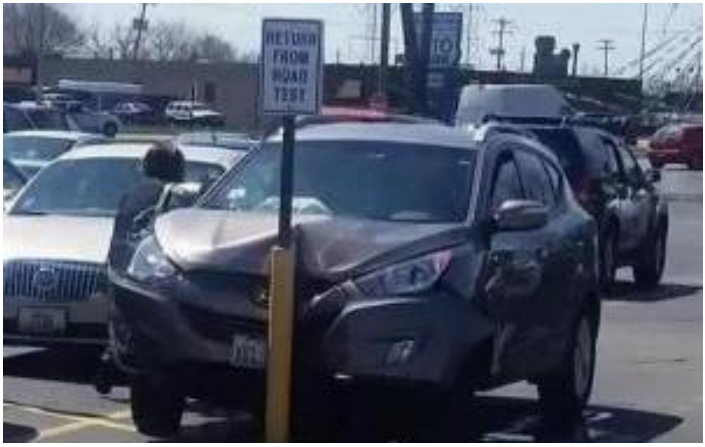
Power Steering Made Driving More Pleasurable

Power Steering or power-assisted steering (PAS) is another great innovation in automobile engineering that helps drivers steer their cars. Using hydraulic or electric actuators, drivers need to exert much less effort when turning the steering wheel than in not PAS fitted vehicles, especially at low speeds or when stationary.

Early versions of power steering were patented in 1876, 1902 and 1904, but none of these made it into production. The first practical system was devised in 1926 by Francis W. Davis. He later moved to General Motors and further refined his designs. Chrysler Corporation was the first to make power steering commercially available in a passenger car in their 1951 Imperial. GM quickly followed suit with their 1952 Cadillac.

Insurance Gems

- I braked with the accelerator pedal, which failed to prevent the accident
- If there had been a pavement and the cyclist had been on it instead of the road, then I probably would have missed him.
- I reversed from the road into the car park and didn't see the lamp post coming out of the shop.
- The other driver was to blame for driving in an erotic manner
- If only we'd booked into the Post House. I would have never have hit the pillar in the hotel car park



- A dog ran out into the road and then ran away without stopping to exchange names and addresses, as required by the law.
- When answering the question "was anyone injured ?", one claimant wrote: 'I don't know they were taken away in an ambulance'.

Newsletter ‘For Sale’ Adverts

Brian James 'Clubman', Braked Trailer

Galvanised throughout. In built lighting. Excellent tyres. Spare wheel. Handbrake. Hand winch. Straps(4) in fitted box. New hitch-lock. Trailer Bed = 3.3, x 1.65m. Overall 4.6 x 2.1m. Gross trailer weight-1300kgs. Max load is 1 Tonne. £1,100 ono Contact : Dave Laviers , Clydach, Swansea. Mob: 07866288202(please text before phoning).

MGA Grill

Good Condition. Original. £85. John. 07505153636. Sketty.

Help Wanted

Someone able to weld a bottom door panel to my Morris minor door, prior to painting. I can buy a new bottom piece, need it cut and welded in. Please Ring John Jellyman on - 07595 153636

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

February 23rd **SHVR Lunch Run -** Pont Abraham 11am

March
7th Brunch Run – The Cottage Inn near 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**
9th **SHVR Pub Run -** Pont Abraham 6.45pm

August
1st Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
9th Gnoll Show
15th **Carmarthen Show**
17th SHVR Clubnigh
27th **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 Membership fee of £20 (Cheques payable to SHVR Ltd)			
Signature: Date:			
Please post the completed form with **SAE** to: SHVR Ltd, 19 Lambourne Drive, Newton, Swansea. SA3 4UW Tel No: 01792 362281			

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