

S.H. V.R

THE SWANSEA HISTORIC VEHICLE REGISTER

June 2020



A Member of:



Swansea Historic Vehicle Register Ltd.

Registered Number 4167559

www.shvr.co.uk

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Cover picture:

My Mk4 Jag and Mike Palmer's Mk2 Jag at the SHVR Abertawe Run in August 1996. Older members will recognise Mike Glynternick, stood in the background. It is frightening that this was nearly 24 years ago.

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Editorial

It is hard to believe that May has gone and under normal circumstances we would have held Singleton Show and some of us would have travelled to Kinsale. Presumably as well, the lack of breakfast and evening meets has also helped our waistlines, albeit by now some of us would quite possibly kill for the opportunity of eating out and meeting friends again. I have to say that video calls are definitely not the same since they miss out the classic car driving bit which is a tad fundamental to the proceedings.

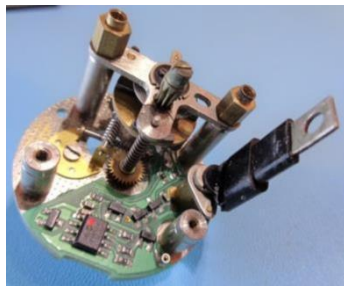
You will have noticed in last month's list of events that Singleton Show is tentatively planned for August Bank Holiday. I think the key word here is tentative, since there are currently no government rules currently that will allow the event to take place, and if it did, would the social distancing and additional risk assessments make it prohibitive. There is also the number of people involved. Time will tell, since it will be interesting to see what the new '*Normal*' becomes.



On a brighter note, the Mk2 is pretty close to completion. Several years ago I installed a hydraulic power steering kit, as it was a pain manoeuvring in car parks. I also upgraded to an alternator which converted the car to negative earth. All was OK except for the Lucas rev-counter mounted clock which I left disconnected as it was positive earth only as there is a diode inside the clock.

'About time to I corrected this' I thought !

Hence I purchased an electronic clock conversion module from 'clocks4classics' which is now installed and the clock is working fine. It is interesting that having a classic car almost dictates that you need to take on tasks you have never done before. I think the key is thinking it through beforehand, so that you have a plan in your head before you start and are in the right mindset. I did however have to also purchase some finer jewellers screwdrivers, and even then had to file the smallest screwdriver to fit the bezel retaining screws.



The console is now also installed and the original radio replaced with a Retrosound unit, which gives me modern functionality including bluetooth and hands free. I fitted a USB socket in the parcel tray which enables me to play tracks from a USB stick, and also provides a separate USB charger port for the mobile phone.



I recovered the parcel tray with new black flock so the USB Port is not really that visible.

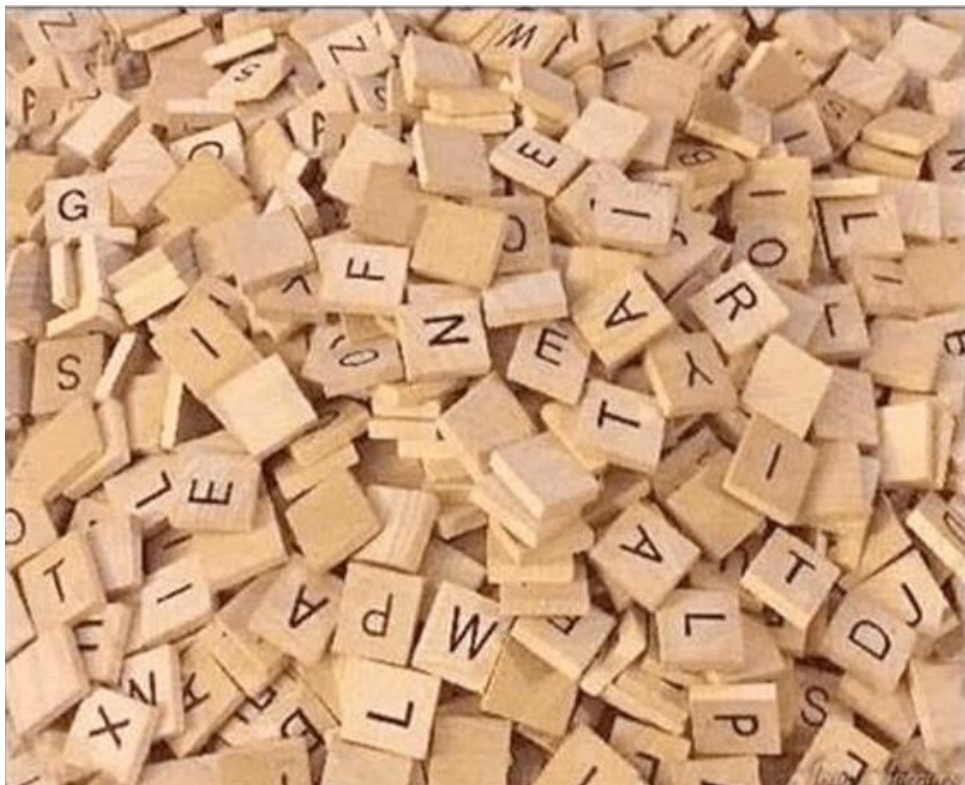
The Mk2 Lights on the back are not that bright compared to modern cars so I thought I'd add a couple of chrome rear fog lamps that would be double purpose and act as additional tail lights in normal night conditions and then higher brightness fog lamps when needed, using a changeover relay. The plan was foiled initially by the units I bought having 35 watt H3 bulbs. They did not work if I connected them in series which was my plan for the normal rear light mode. So after conducting some tests I found that the bulbs worked well and drew 1.4 amps when supplied by only 5 Volts. Quick calculation that this would be the required 7 Watts, gave me a solution. I purchased a cheap 12v to 5V DC conversion module which powers the lights (from the tail light supply) in normal mode and then the single pole double throw relay converts to the full 12V for fog mode. There is now a relay module in the boot. All good fun !

On a pure editorial front, one of the downsides of the lack of events is that this results in no club events or activities to report on which kind of makes the newsletter a bit impersonal in club terms. In essence the SHVR roving reporter has nothing to report on which is reflected in the newsletter content. I'm hoping that this will change soon so keep your fingers crossed. Obviously if you have anything you want to put in the newsletter either as a writeup or an advert please let me know.

Steve M

STOP PRESS

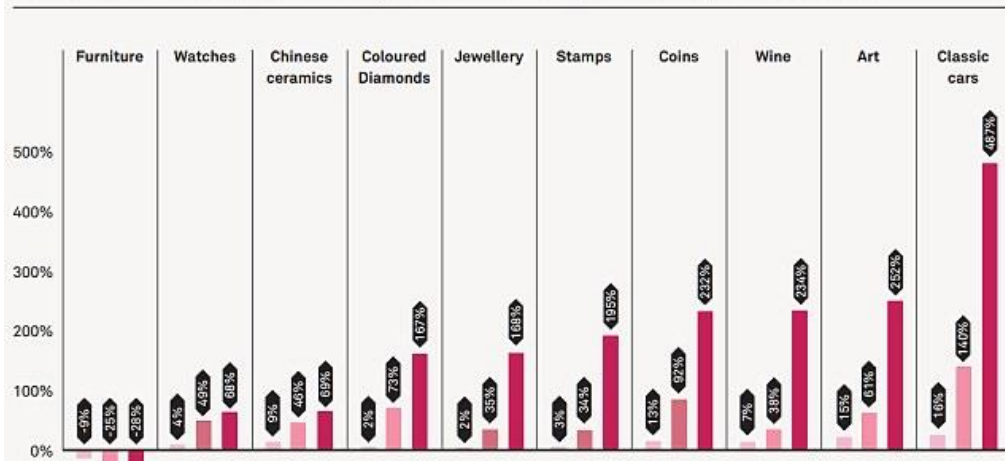
IKEA are producing DIY Manuals.



If you receive an e-mail with the subject "Ding Dong", don't open it, they are Jehovah's Witnesses working from home.

Classic Cars as an Investment

Performance of the Knight Frank Luxury Investment Index by asset class, Q4 2004 to Q4 2014*



The 10-year performance (the darkest pink column) shows classic cars returned more money than any other collectible over the period 2004 to 2014. The middle column represents five-year return and the lightest pink column is based on 12 months. Obviously this is pure value and does not take into consideration running and maintenance costs which presumably could be traded off against the fact that you can actually use and enjoy a classic car. Although interesting value is really a side issue since we don't really buy our cars as an investment.

It is interesting that if you take classic car ownership across the UK and divide this into the number of classic cars owned in each county as a percentage of the whole then Dyfed comes out at 2.19% as shown in the table below. This compares with Surrey at 4.57%, London at 2.41% and Essex (which is the highest) at 5.31%.

Percentage Of UK Classic Cars by Welsh County

County	Percentage
Dyfed	2.19
Powys	0.08
Gwent	0.73
South Glamorgan	0.79
Gwynedd	0.96

Chris Thomas' Morgan

Many of you have seen me in my little Morgan Family 3 wheeler. Here is the story of how I came to own it.

In 1982, I was on a camping weekend with the vintage motorcycle club. I was using a 1929 Triumph and Sidecar. On the weekend there was a Morgan super sports there and while talking to the owner he offered to take me out for a spin. As we left the village accelerating hard round a bend on two wheels at 80mph ! I was hooked, I knew I wanted one, but as a 19 year old apprentice I was going to have to save for a long time, but the search was on. About three years later I found one in bits and it had my name put on it , but as the bits were spread around three garages I was told I could have it when the old boy had time to assemble the parts into a pile. His health wasn't good & for the next 8 years every time we met he always said it would happen.



In 1993 in the vintage sports car club November magazine there was a Morgan 3 wheeler advertised, but the gentleman that advertised it was doing so for someone else. So when I rang up I was told a friend of his was going to have it in a few months time! During the conversation he told me the owner lived 30 miles away

from him, & it was only for sale due to the owner retiring from driving due to health problems, (where he was shoot while flying in the war) and the Morgan was his only transport.

So having been told it wasn't the advertisers car I thought I would go on a wild car chase, so I rang my friend David Lewis and asked if he was doing anything the following day & would he like to come looking for a Morgan.

The following morning I was at the bank to collect some cash at 9am, picked up David at 10am & off down to Cornwall not knowing where it was. Knowing only that the owner lived 30 miles away from the advertiser - this narrowed down the search as 30 miles from where he lived was off Land's End, so there was only a stretch of 30 miles from north coast to south coast to search. As the Morgan was the owner's only transport he had to get petrol somewhere. So my idea was to stop at all petrol stations. The second one came up trumps and we were told to go the village of St Austell where we were directed to his home.

When I knocked on the door a old lady answered & fetched her husband. When I apologised for coming to him rather than going to his friend to save him tyre kickers, he asked where I had come from & when I said South Wales Arthur Brown said he knew 2 people, Johnny Thomas and Mike Worthington-Williams and asked if I knew them, when I said yes he asked what i thought of his price - I explained that was why I had come looking for him as it was the first one I could afford! So he said that I had bought a Morgan and we shook hands - the only thing was I was stood in front of two oil paintings, one of a super sports & one of a family model, I didn't know which one I had bought as I hadn't seen it!

Arthur asked how I was going to get it home to which I said i was going to drive it as he had said it was in good mechanical condition! He told me there was no reason why I couldn't but not to hammer it & the lights weren't very good. So David & I loaded some spares into the van and we then had to wait for Ernie Warmington to bring the log book over. This took a couple of hours & Ernie was not happy! I asked him what he was making on the deal, and he told me £200 so I gave him his £200 (I wasn't trying to do him out of a deal I just wanted the Morgan!).

So at 6 o'clock on a dark, cold November evening I set off in a car I had never driven, with lights that only glowed enough to see the white lines 2 or 3 foot in front of the near side wheel from St Austell with 240 miles to do ,with David following in my van. Firstly I had to work out where the gears were , & once done we were on our way. We drove for an hour or so & stopped at the services for petrol & something to eat & warm up. David said I was travelling at around the 40mph I was using the lights of the van to see by ,but your eyes do become

accustom to the lack of light & the motorway was very quite at that time. It was after 1am when David left me at the Pontardawe turn on the M4 - then I realised how poor the lights really were. I was fine until I came to the local side road from the A48 to Nantgaredig but then I had to slow down to about 20 mph as the fog/mist completely hid the road/ hedges from me. It is surprising how a road you know so well has lots of little bends you have never noticed when you can see. I arrived home just after 3am very tired but very happy.

The following year Ernie was at one of the M.W.W.S.'s parties, telling Mike what a bastard I was for buying the Morgan from under his nose, he never mentioned the £200 I gave him, but David reminded him in front of everyone to which he was slightly embarrassed!

27 years later I still love my little Morgan , as do all the family .I have now done over 40000 miles in her. A month later my friend Peter Moffat rang me to say I could have the other one in bits so all of a sudden I had two Family Morgan's one 1928 the other 1933, but that's another story.

BEWARE SUBMARINE !

An extremely unlikely accident happened in Lisekil Sweden on the 19th August 1961 when a car hit a Submarine.





PRESS RELEASE

30 April 2020
For immediate release

Federation of British Historic Vehicle Club announce new Legislation Manager

The Federation wishes to publicly welcome Ian Edmunds to the role of Legislation Manager with immediate effect. Many from the historic vehicle community will already know Ian from his work on DVLA matters in his role as DVLA Liaison Manager for the Federation.

The change follows the resignation of Mr Dave Daniel earlier this week. Dave Daniel had served the Federation for a relatively short time, but his resignation was for personal, close family reasons. All at the FBHVC send our best wishes to him and his family and thank him for his work for the Federation during his tenure.

In these challenging times, continuity of leadership is obviously critical and the board of directors is pleased that Ian Edmunds, an existing, long term legislation committee member has volunteered as Acting Chairman for a period of up to twelve months. Ian will also continue his role as DVLA Liaison Manager, itself a challenging task as our contacts within the Vehicle Policy team in Swansea have changed completely in the last few weeks.

Ian's interests embrace a diverse collection of historic vehicles including a 1927 Alvis 12/50, two Brough Superiors and two Honda motorcycles, one being Ian's current project a 1966 CB450 K0.

Commenting on the news, Federation Chairman, David Whale said "Ian has the unanimous support of the board in stepping up to this challenge. To further reinforce the team at this difficult time, former Legislation Director, Bob Owen, has offered to also return as a member of the legislation committee."

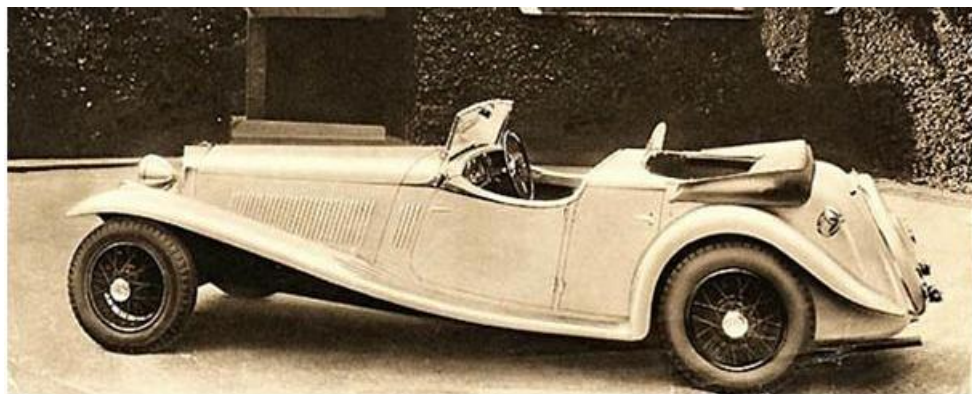
The recruitment process for a new Legislation Director will commence shortly.

JENSEN CARS

Jensen was founded by two brothers, Alan and Richard Jensen who were born in 1906 and 1909. They became interested in cars at an early age, and so in 1930 their father set them up in their first business, Patrick Jensen Motors, based at Edgbaston. They ran the business with Joe Patrick, but moved on the following year after a disagreement.

In 1931 they started work at W. J. Smith & Sons, an old established firm of motor body builders, located in High Street, Carters Green, West Bromwich. Smiths specialised in bodywork for lorries and cars. After William Smith's death the brothers took over the business, and in 1934 it became Jensen Motors Limited.

The business specialised in custom-built bodies for a range of readily available car chassis made by a range of manufacturers including Morris, Singer, Standard, and Wolseley. In 1934 the brothers received a commission from American actor Clark Gable to him build a special car, on a Ford V8 chassis.



The brothers very much wanted to manufacture their own cars and so work soon began on the first model called the "White Lady". The large open tourer was powered by a 3.5 litre Ford V8 engine and appeared on the market in 1936. They also produced a saloon version. Quite a few cars were built, but many orders were also received for commercial vehicle bodies for lorries, vans, and buses. In 1939 the first Jensen lorry, the lightweight JNSN was launched.

During World War 2 the firm concentrated on war work, building components for military vehicles, including turrets for tanks. Conversions were also carried out on American Sherman tanks to turn them into amphibious vehicles.

After the war, car production resumed with the launch of the Jensen 'PW' luxury saloon, powered by a 3.86 litre, 8 cylinder Meadows engine. Unfortunately the engine suffered from excessive vibration and so a replacement was essential.



The car didn't go unnoticed. Soon after making its appearance at the London motor show, a remarkably similar design called the 'Sheerline' was launched by Austin, much to the annoyance of Jensen. Austin had been so impressed with the 'PW' that they quickly produced an almost identical design. Heated discussions followed between the two companies,

and in order to placate Jensen, Austin agreed to supply them with 'Sheerline' engines, which could be used in the 'PW' as a replacement for the unsuitable Meadows unit. This was to be the start of a long and successful relationship between Austin and Jensen. Although the 'PW' remained in production until 1952, only a small number were built, partly due to the shortage of materials after the war.

In 1950 the Jensen 'Interceptor' name appeared for the first time in the form of a modern coupé with a lightweight body. The car, partly designed by Eric Neale, an ex-Wolseley body designer who joined Jensen in 1946, remained in production until 1958.



In 1953 Jensen launched a new model, the '541' which had a fibreglass body designed by Eric Neale, and sold for £2,346. The car had many Austin components, including the engine, to keep the price to a minimum. The car continued in production until 1962 when it was replaced by the 'CV8', a lightweight design, powered by a Chrysler V8 engine.



The combination of the lightweight design and the powerful engine meant that the car had a top speed of 130m.p.h. A number of different versions were available including the 'F.F.' four wheel drive that sold for £5,249. The initials F.F. stood for Ferguson Formula, named after Harry Ferguson the tractor designer who invented the four wheel drive used in the car. Something like 350 'CV8's were built.



In 1956 Jensen moved to a new purpose built factory in Kelvin Way, West Bromwich where they not only made cars but also continued to make car bodies for other manufacturers, including Sunbeam 'Tiger' bodies for Rootes, and carried out finishing work on '1800' bodies for Volvo. They also made several different bodies for Austin including the A40 Sports model, the Austin

Healey 100, and the 'Gipsy'. Over 1,000 people were employed in the Kelvin Way works.

In the late 1950s Jensen was taken over by the Norcross Group which led to an awkward relationship between Norcross and the Jensen brothers.

In 1965 the 'CV8' was replaced by what would be Jensen's most well known model, the 'Interceptor', a totally different car to the original model bearing that name. The modern-styled body was designed by the Italian coachbuilder Touring, and initially built in Italy by Vignale, and later at Kelvin Way. Several versions

were available including a convertible, a coupé, and a saloon. In 1966 the 'Interceptor' was voted 'Car of the Year'. Around 4,500 would be built.



After the demise of the Austin Healey, Donald Healey planned to build a new sports car as a replacement, built by Jensen and aimed at the American Market. Jensen's dealer in California, Kjell Qvale, an extremely successful American businessman, was greatly impressed with Healey's plans for the new car. As a result he became Jensen's major shareholder, and employed Donald Healey as company chairman. The plans for the new car, called the Jensen Healey rapidly got underway and the car went into production in 1972. Unfortunately there were faults in the design, and the build quality left a lot to be desired. An improved version appeared the following year, but Donald Healey disapproved, and resigned.

Desperate efforts were made to improve the situation, including cost-cutting which resulted in a large number of redundancies. New up-market versions of the 'Interceptor' were launched including a convertible and a coupé, but all to no avail. Jensen's financial situation worsened and a Receiver was appointed in September 1975. Production continued until Jensen Motors Limited went into liquidation in May 1976. Unfortunately the Jensen brothers, now getting on in years, and not happy with the direction the company was taking, especially with the use of Italian bodies, decided to call it a day, and retired from the business in 1966.

The company was sold in two parts to a holding company, Britcar Holdings. The two parts were Jensen Special Products Limited, and Jensen Parts and Service

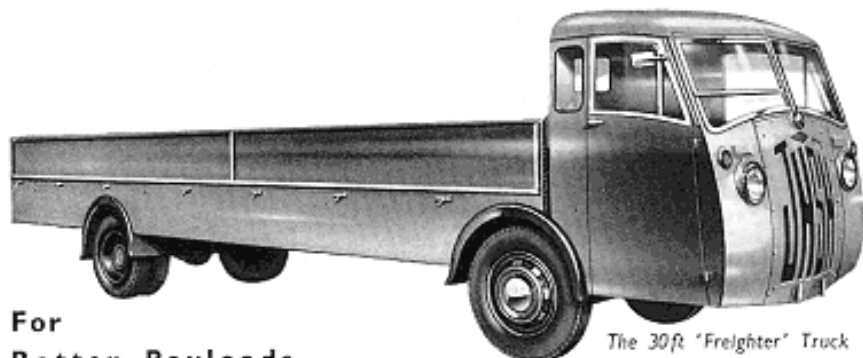
Limited. Jensen Special Products Limited was a specialised engineering and design company, mainly formed from Jensen's development department. Unfortunately the venture failed after an unsuccessful management buy-out.

Jensen Parts and Service Limited had been formed to service and renovate Jensen cars. It became quite profitable and began to import Subaru, and later Hyundai cars. Company employee Ian Orford, who had purchased the right to the Jensen brand name, took the business over in 1982 and it became Jensen Cars Limited. He decided to restart production of the 'Interceptor' using the original jigs and readily available components. The new Series 4 'Interceptor' made its first appearance at the 1983 Birmingham Motor Fair. The car was almost identical the previous model, except that it now had a Chrysler 5.9 litre engine. The car sold for around £45,000, but production never really got underway and only a few were built.

In 1988 Ian Orford sold the business to Unicorn Holdings of Stockport. Although development work then started on a new model, the Series 5, it never came to fruition. After a round of cost-cutting, a Receiver was appointed in 1992 which resulted in the closure, and sale of the Kelvin Way Site. In April 1993 Martin Robey, a manufacturer of Jaguar body spares in Nuneaton purchased the design rights, copyrights, tooling, stock of parts, and almost the entire contents of the works. Some of the remaining Jensen staff joined the Nuneaton workforce and the business became Martin Robey Sales Limited. Their Jensen and Jensen Healey works Parts Department still offers parts from the original Jensen stock, and also manufactures parts using the original tooling and specifications.



In 1998 Creative Design Limited of Redditch developed a new Jensen car, the 'S-V8'. Although a few were built, the project was unsuccessful and ended in 2002.

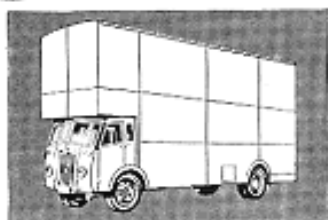


The 30ft 'Freighter' Truck

For
Better Payloads
and Lower
Operating Costs...



*JENSEN — Pioneers of
Light Alloy Chassis and
Body Construction for
Commercial Vehicles.*

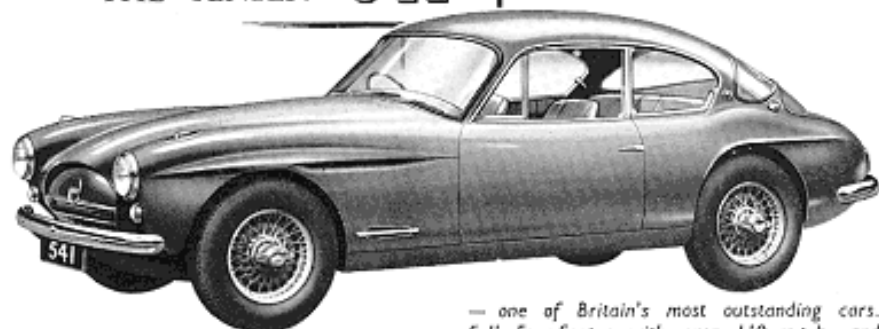


The 30ft 'Freighter' Van



The Jen-Tug

THE JENSEN '541'



— one of Britain's most outstanding cars.
Full Four-Seater with over 110 m.p.h. and
more than 20 miles per gallon.

JENSEN MOTORS LTD • WEST BROMWICH • ENGLAND

SAFE VILLAGE DRIVING !



CONFUSED OR WHAT !



LOCAL FACTS



Mumbles has been noted for its unusual place name. The headland is thought by some to have been named by French sailors, after the shape of the two anthropomorphic islands which comprise the headland. The word "Mumbles" may be a corruption of the French les mamelles, meaning "the breasts".

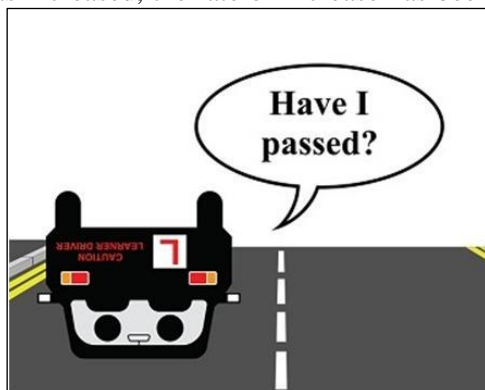
MOTORING FACTS

In December 2019, the total number of driving licences registered with DVLA was 49,932,206. Of these, 41,080,771 were Full Driving Entitlement Licences and 8,351,435 were Provisional Entitlement Licences. These figures are for the whole of Great Britain.

More robust estimates of active driving licence holders are available from the National Travel Survey. Latest estimates show that 75 per cent of all adults aged 17 and over in England (an estimated 33.6 million people) held a full car driving licence in 2018. In 1975/76, the proportion of adults with a licence in England was 48 per cent (an estimated 19.4 million people).

Of the 33.6 million people holding a full car driving licence in England, 17.6 million are men and 16 million women. Whilst, over the long term, licence holding among both men and women has increased, the rate of increase has been much greater for women. In 1975/76, 69 per cent of men and 29 per cent of women had a driving licence. In 2017, 81 per cent of men and 70 per cent of women had a licence.

So beware there are potentially 8 Million learner drivers out there !!.



THE WORLD BEFORE HEALTH & SAFETY

We have all had the ‘health & safety says no’ routine at some time or other, regardless of whether the activity is dangerous or just ruled out by the personal opinion of a killjoy who doesn’t think other people should do something that he or she can’t see the point of.

Like a number of members of our age group, I have worked in environments where the H & S brigade would have had a fit had they been around in those days. I have also taken part in sports in the hazardous class for years. Unfortunately not without a few close encounters of the hospital kind a few times. However, I do feel that you cannot sanitize everything in life. There has to be a bit of risk sometimes, otherwise the emergency services and the police, military etc. would not be allowed to do anything.

On the other hand things like driving a race car with the fuel tank full of methanol above your knees, dressed in a short sleeved polo top with the De-rigour trendy string back gloves and normal trousers with the ‘new’ nylon socks, or sitting in the cockpit with a lit cigarette does not, with hindsight, seem to have been that good an idea but it was normal then.

Coming from a motor trade family, I inevitably ended up in the workshop during school holidays and in later working life. Cars were full of components that contained asbestos. During service life they would wear and create dust and filings which would be cleaned out using an airline with a blow gun on the end of it. Clouds of asbestos dust would cover the user of the airline to the point that he looked like a coal miner and would often necessitate the cleaning off of the cigarette which was being smoked at the time!

Vehicle lifts were originally centre post based with either a full bed or pivoting arms placed into matching holes in the pillar. These devices were air or air/hydraulic in operation. When new they were quiet and reasonably quick to raise a car. With age they became somewhat incontinent, leaking air or oil to the point that the car would begin to descend whilst the mechanic was still working underneath. There were times when a rapid exit would have to be executed, to avoid being squashed, the lifts were level with the floor when lowered! Enter the safety broom. Propped upright against the pillar it would indicate the height or lack of. If you were busy, pre-occupied on a problem, the handle snapping would be the attention grabber that you needed to move.



Then came the electric vehicle hoist, with flat beds onto which the vehicle could drive straight up on, with a stop built into the end of each ramp to stop you driving on and straight off again. The trouble was, in the beginning, there was no stop to prevent the car rolling back off again and more than a few cars ended up standing on their rear bumpers with their front wheels still on the lift. A not unknown happening, if working on the propshaft or rear axle, and a very difficult situation to retrieve the vehicle from if the lift was at full height and the car was large and heavy.

Even up to the late seventies it was not unknown to have one or more mechanics being taken to the hospital, broken bones were quite common. On one occasion a careless use of a power wrench ended with the operator losing the end of his index finger, the removed portion arcing gracefully through the air and landing on the workbench of an automatic specialist with his clinically clean environment. Realising what said intruder to his workspace was, he promptly fainted and struck his head on the arm of the nearby vehicle lift on his way to the floor, resulting in two hospital visitors in one go. The ambulance crew couldn't believe the explanation at the time. Possibly because of the black humour of the mechanics they were exposed to.

Maybe the reason most of our age group are a bit blasé about some of the H&S rulings is the years of working with and in hazardous conditions, that at the time were just normal and we were ignorant of the properties of a lot of the materials we were using or exposed to. Luckily things changed and we now know what should be done and how to do it without the risks.

I doubt that modern workshops and bodyshops have anywhere the injury rate of the good old bad old days, luckily.

So the next time you castigate some jobs-worth for doing his or her job, think of the harsh lessons we have learned in the past, and in some cases, some are living with the results of to this day.

Mike Jones

LAKE & ELLIOTT JACKS



Millennium
Garage Jack

Lake and Elliot was a very important industry in Braintree Essex's history, and the modern 'Lakes Industrial Area' near Freeport is named after the company. Lakes Road, which runs past the Royal Mail Sorting Office, also used to be a private road that ran through the factory site. Lake and Elliot were an important part of the automobile industry, producing jacks and other car parts for most of the 20th Century. They set

the standard for the industry, and every British vehicle that took part in the D-Day landings in World War II carried a Lake and Elliot jack. Like the story of many great industries it starts with fairly humble beginnings, but rests on the entrepreneurial and inventive success of its founders.

After the first world war, the market for castings collapsed and the company was declared insolvent in 1921. They were rescued by the former Managing Director of Ford Motor Company, H. A. Bate, who joined Lake and Elliot as joint MD in October 1921. Bate may have put his own money into the company, although there is no documentary proof of this. He also brought with him knowledge of Ford vehicles, which helped Lake and Elliot to find a strong market producing equipment and tools for maintaining Ford

Millennium 8 Ton
Commercial Jack



vehicles. In 1921 they also started producing the first hydraulic jacks. In 1928 they installed a high frequency furnace, again, like the electric furnace, the first in the UK.



During World War II they produced components for tanks, warships, trucks and transporters, cylinder linings for aero engines and bomb castings. The Lake and Elliot jack had become 'the jack' to have, and was a standard part of any army kit. They are still being dug up in war zones today.

The period following the end of the war until the closure of the foundry in 1990 saw the company diversify into a number of different products and many subsidiary companies were bought and founded. Sadly however, the company was struggling by 1980 and was taken over. It closed altogether in 1990.

Jacks up the heaviest car in a "jiffy."

The New
'Millennium'
Garage Jack.

VISCOUNT CURZON says:
"It is the best jack I have ever seen."

Send a p.c. for latest accessories list.

LAKE & ELLIOT,
Makers of the "MILLENNIUM"
Accessories for Motor Cars and
Cycles,
**Albion Works,
Braintree, Essex.**



Invaluable for
repair work,
washing, tyre
changing, and
general garage
use.

A. J. W.

JOHN DODD'S MERLIN-ENGINEED ROLLER



In the early 1970s, eccentric Englishman John Dodd took possession of a home-brewed monstrosity that used a 27-litre Rolls-Royce Merlin engine as its primary power source. It wasn't the engine that the company took exception to, however – it was the trademark(ed) grille it wore on its lengthy nose

Wearing hand-made glassfibre bodywork with a backwards-mounted 27-litre Merlin V12 (minus superchargers) driving the rear wheels through a step-up gearbox, the Merlincar is possibly one of the most curious cars you'll ever see – and for its owner John Dodd, it certainly proved the costliest. The car came into his possession as a rolling chassis after he had helped its then-owner solve the conundrum of which gearbox the Merlin could be twinned with – and once the bodywork was completed, he immediately went about getting the car road-registered. Even without the superchargers, it was included in the Guinness Book of Records as the most powerful car on the road at the time.

Unsurprisingly, this brought about plenty of attention, good and bad. The latter came predominantly from Rolls-Royce, which has always been fiercely protective over the likeness of its famous grille and Spirit of Ecstasy emblem. The breaking point came when Dodd took a trip to Germany and blitzed past a German baron driving a Porsche on the autobahn. The baron called Rolls-Royce to enquire about its 'new model' – and soon afterwards, Dodd was summoned to the High Court for breach of trademark. "I drove it to the hearing every day and parked right outside the court. The Rolls-Royce representatives parked opposite in a Silver

Spirit with the numberplate ‘RR 1’ – funnily enough, they got towed away and I didn’t. On the final morning of the trial, my lawyer sacked himself, saying I was ridiculing the highest court in the land. His last piece of advice was not to take the car that day, otherwise it’d be confiscated and I’d never get it back.”



“They said I was behaving like a maverick. Perhaps 1,000 horsepower was a bit excessive, I thought, so I called a friend who had some stables in Hyde Park for a favour. Me, my wife and my children took a horse each, and clip-clopped to the doors of the Courts of Justice – that caused a bigger sensation than the car had!” Ultimately, Dodd – who provocatively wore a sweater with the interlocking Rs emblem to court – lost the case and, as a result of his animated ‘interjections’ during the proceedings, was relieved of his house and numerous other possessions, including a twin-engined aeroplane, for Contempt of Court. However, he managed to keep hold of ‘The Beast’, which was soon given a replacement grille bearing his initials. “Luckily enough, I was always pretty handy with gearboxes, so when I had lost everything I decided to start afresh in Spain. Since then, I’ve learned to windsurf, waterski and do all sorts of other things I’d never have done otherwise.”

Now 84 years old, Dodd still spends his days reconditioning Rolls-Royce and Bentley gearboxes from his workshop in Malaga – and ‘The Beast’ is something of a local hero. “She’s still alive and well, and I still take her out regularly – although not quite as often as I used to, as it does around 2mpg and BP no longer pays the fuel bill.”

ROLLS-ROYCE MERLIN ENGINE SPECIFICATIONS



Type :- twelve cylinder 60 degree upright vee liquid cooled internal combustion engine.

Bore and Stroke :- 5.4in x 6in (137.3mm x 152.5mm)

Capacity :- 1,647 cu in (27 litres)

MERLIN III - Engine Spec

Take-Off Power :- 880 hp at 3,000 revs

International Rating:- 990 hp at 2,600 revs at 12,250 ft.

Max Power :- 1,440 hp at 3,000 revs at 5,500 ft.

Weight :- 1,375 lbs.

MERLIN 66 – Engine Spec

Take-Off Power :- 1,315 HP AT 3,000 REVS

Max Power :- OVER 1,650 HP.

Weight :- 1,650 LBS

If you are thinking of an Engine Upgrade !

Spitfire Engine For Sale With H&H Classics At Imperial War Museum, Duxford, October 16th 2019 - 1949 Rolls-Royce Merlin Engine for an estimate of £35,000 to £45,000.



I had an uncle who had the most bizarre fixation back in the day - he would drink brake fluid. Maybe back in those days, it was less toxic than it is today because he never died but we were always so worried about him doing it.

I remember one time my dad told him that he was addicted and needed to cut it out, that it was bad for him.

My uncle replied, “Nonsense, I can stop anytime.”

Where do Volkswagens go when they get old?

The Old Volks home !!



Newsletter ‘For Sale’ Adverts

Nothing to include this month.

CLUB EVENTS 2020 - TBC

- 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 Clubnight**
27th **SHVR Pub Run - Pont Abraham 6.45pm**
31st **Singleton Show – Setup on Saturday and Sunday, Show on Monday**
- September** 5th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
6th Pembroke Run
21st **SHVR Clubnight**
30th **SHVR Pub Run - Pont Abraham 6.45pm**
- October** 3rd Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
19th **SHVR Clubnight**
25th **SHVR Lunch Run - Pont Abraham 11:00 am**
- November** 7th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
16th **SHVR Clubnight**
29th **SHVR Sunday Lunch Run - Pont Abraham 11 am**
- December** 5th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
14th **Minced Pies Night**

I was walking down the road in Swansea when a breakdown truck driver pulled up alongside me and said, “Excuse me, I’m looking for the accident site involving a van carrying a load of cutlery.”

“No problem,” I said. “Go straight down this road for 1 mile, then take the first left, and when you get to the fork in the road you’re there.”

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