

S.H.V.R

THE SWANSEA HISTORIC VEHICLE REGISTER



May 2020

A Member of:



Swansea Historic Vehicle Register Ltd.

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Cover picture:

Alan Broughton at the Pont Abraham start of the SHVR Wings and Wheels Run in 1997. A case of you can't see the wood for the rally plate !.

In This Month's Issue

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Editorial

I put a picture of a sign later in the magazine about how one person could affect the whole world. How true this has turned out to be. In my case I was never short of jobs, so the Mk2 has been my main activity apart from some repairs on the house roof, (I'm ok with heights, it's the drops that concern me). So on the basis of needs must, I installed the Mk2 headlining, which I have never done before. I



bought 24 plastic clamps on Amazon which were perfect for the job, and are now being used to fit the furlflex. Much of the chrome is also now back on, so it is starting to look like a car again.

I did a wedding a few years ago, and when you don't drive the car that often you forget what all the switches do on the dash. I inadvertently switched on the map light and that immediately took out

all the car lights. There must have been a short on the light. Bit of a problem as it was dark at the time. I used the indicators to illuminate the road enough to pull over in a layby. Luckily I always carry a torch, and found, when I dropped the instrument panel that a previous owner had installed a single in-line fuse to the lighting switch. I disconnected the map light and replaced the fuse and all was ok. When you check the Mk2 wiring diagram there are only two main fuses which cover the systems powered by the ignition or those directly powered from the battery. With the lights refitted and everything working OK the next plan is to install, multiple fuses to eliminate the lighting problem I had and



better protect the car systems. You can get fuse boxes with built in LEDs that tell you which fuse has blown.



The front-to-rear wiring looms which run through the sills have also been replaced on both sides. When we got the old cables out we found that where previous owners had repaired the sills they had also burnt the cables so they definitely did need replacing. When I got the car back from the spray shop there were two door light switches in a plastic container. “Only two” I thought on a four door car. Further investigation showed that the front light switches were incorporated into the door hinges. I have had the Mk2 since 1997, after Mike Palmer

let me have a test drive in his black Mk2. The interior lights have never operated when the doors opened, since I have had the car. I always thought they were operated by the switch on the dash. An inspection of the wiring diagram shows a permanent 12V to all the lights, which are then either activated by the door switches or the dash switch, which earth the lights. Might have been an idea to have read the manual, but how often do you do that.

So as you can see I am keeping occupied, as NATS have laid off all their contract staff since with hardly any aircraft flying their income has plummeted. And yes after I've done the Mk2 I need to paint the car lift. It would be interesting to know what other members have been up to during these difficult times, so if you have any stories or interesting news please send me a copy. I feel that the only thing that is currently keeping us together is this newsletter so it would be quite good to share stories, even if it is just a paragraph or a picture. I also had the Daimler stretched limo painted since it was originally black. The red matches another low mileage XJ40 that John from Mistermatic sold me a few years ago. The Daimler looks much better. Just need to do a couple of jobs on the interior (needs a drink cabinet) and it is good to go.



*Take Care
Steve M*

Lockdown - Ruby Update

Hi all, well just before we all went into Lockdown I decided it was high time I had a look at our Rubies N.S.R. Wing. Which has become very rusty in the last three years, but what with one thing and another I just have not had the time to sort it out, time just seemed to run away with me. But what with lockdown now seems the appropriate moment.

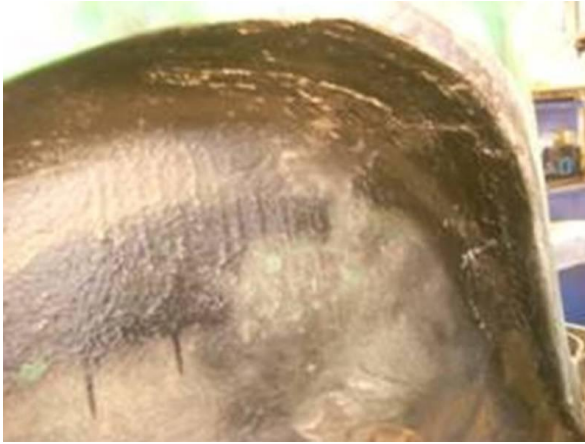


I managed to gather all the necessary bits together, Flap discs, sheet of metal, Mig wire, etc. All just before Lockdown came in too being. I jacked Ruby up then put axle stands under the chassis, off with the wheels and then



started to remove the wing which almost fell off; but once I removed the wing I then attacked the wing with my angle grinder, and as you can see from the photo's I ended up with more rust than wing, so I cut all the remaining rust out and then cut new metal too fit. Then using my Joddler, too help make a nice step in the wing and then with my Mig welder "plug welded" the new metal into place.

Then turning my attention to the inner wing where there was a little bit of paint bubbling, and a little bit of rust showing through, I attached a new flap wheel to



my grinder and off I set and in no time at all the inner wing was giving a good impression of a lace paper dolly. What a mess. Still up and onward, out with my trusty Joddler and using it to put a step in the body work, then cut, and shape new metal and then Mig it in. All that is left do now is apply filler, rub down and paint, but that's another story.

I hope by the time you read this we will out of Lockdown and back too some sort of normality, if not please stay safe.

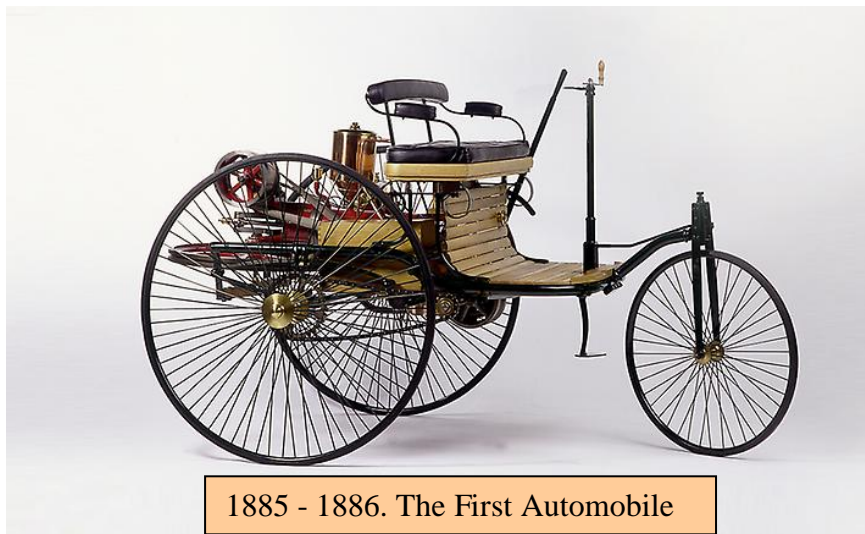
Stuart

Engine Start Up

If you were concerned about your classic car smoking on start-up after the winter break, just think about all those aircraft that have been recently grounded !



So When Did It All Start ?



The first stationary gasoline engine developed by Carl Benz was a one-cylinder two-stroke unit which ran for the first time on New Year's Eve 1879. Benz had so much commercial success with this engine that he was able to devote more time to his dream of creating a lightweight car powered by a gasoline engine, in which the chassis and engine formed a single unit.

The major features of the two-seater vehicle, which was completed in 1885, were the compact high-speed single-cylinder four-stroke engine installed horizontally at the rear, the tubular steel frame, the differential and three wire-spoked wheels. The engine output was 0.75 hp (0.55 kW). Details included an automatic intake slide, a controlled exhaust valve, high-voltage electrical vibrator ignition with spark plug, and water/thermo siphon evaporation cooling.

On January 29, 1886, Carl Benz applied for a patent for his "vehicle powered by a gas engine." The patent - number 37435 - may be regarded as the birth certificate of the automobile. In July 1886 the newspapers reported on the first public outing of the three-wheeled Benz Patent Motor Car, model no. 1.

Using an improved version and without her husband's knowledge, Benz's wife Bertha and their two sons Eugen (15) and Richard (14) embarked on the first long-distance journey in automotive history on an August day in 1888. The route included a few detours and took them from Mannheim to Pforzheim, her place of birth. With this journey of 180 kilometers including the return trip Bertha Benz

demonstrated the practicality of the motor vehicle to the entire world. Without her daring – and that of her sons – and the decisive stimuli that resulted from it, the subsequent growth of Benz & Cie. in Mannheim to become the world's largest automobile plant of its day would have been unthinkable.



Double-pivot steering, contra engine, planetary gear transmission (1891 – 1897)

It was Carl Benz who had the double-pivot steering system patented in 1893, thereby solving one of the most urgent problems of the automobile. The first Benz with this steering system was the three-hp (2.2-kW) Victoria in 1893, of which slightly larger numbers with different bodies were built. The world's first

production car with some 1200 units built was the Benz Velo of 1894, a lightweight, durable and inexpensive compact car.

1897 saw the development of the “twin engine” consisting of two horizontal single-cylinder units in parallel, however this proved unsatisfactory. It was immediately followed by a better design, the “contra engine” in which the cylinders were arranged opposite each other. This was the birth of the horizontally-opposed piston engine. Always installed at the rear by Benz until 1900, this unit generated up to 16 hp (12 kW) in various versions.



Accident !

A pedestrian who had been knocked down by a car was lying on the pavement when a policeman came up to him and said “Don’t worry - they are fetching you a Red Cross Nurse” “Oh no groaned the victim, could you make it a blonde cheerful one”!



New Time Definition !

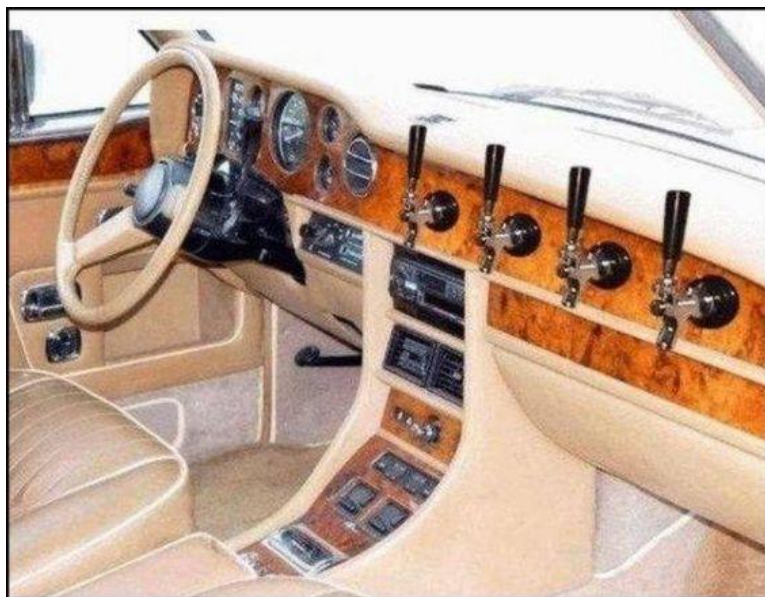
A split second has now been formally redefined as the period of time between the traffic lights changing to green and the motorist behind you sounding his horn

In a Distant Galaxy Far Far Away !!
But Not So Long Ago !



The New Vauxhall Brexit – Looks like it's heading one way, but, when it moves it goes another.

The Ultimate Mobile Self Isolating Bar !!



Hydraulic Tappets

Some of us have a love-hate relationship with tappet adjustment. I think the last time I did this was on one of my Vauxhalls in the 1960s which had hydraulic tappets. It might have been my PB Cresta.

My VX/490 was the first instance I can remember of hydraulic tappets which, for the most part, required no adjustment. However, when adjustment is necessary, instead of setting the gap, as you would with solid or mechanical tappets (or valve lifters), a hydraulic system requires preload as there is no gap. This is usually required only when the cylinder head is being reinstalled.

The need for lash or free play

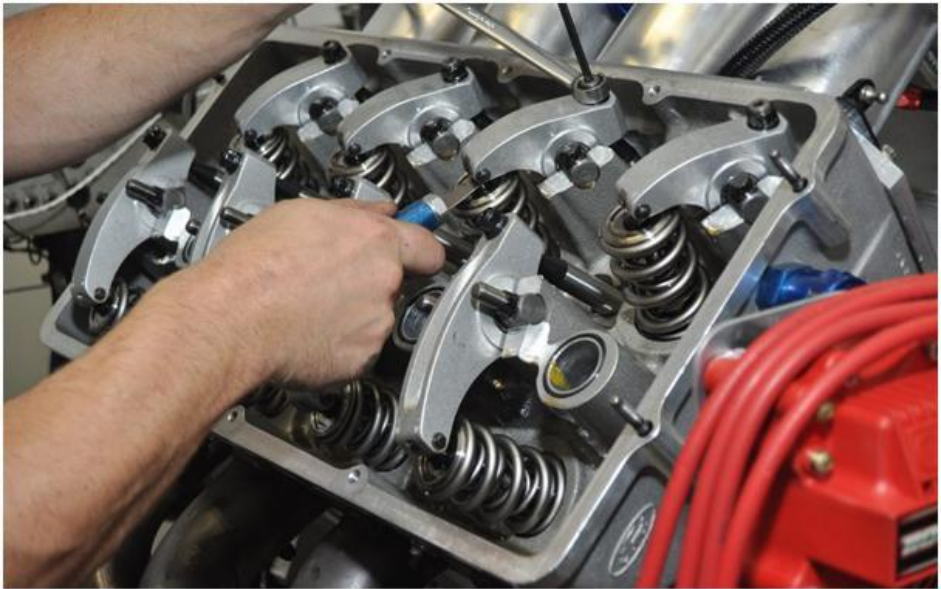
The camshaft is responsible for the valve's timing and its lift as well as its duration—the periods it remains open and closed. In a cam-in-block engine, this is accomplished by the camshaft working with intermediate components: valve lifter (or tappet), pushrod, and rocker arm. With an overhead cam design, the intermediate components differ, using some style of follower in lieu of a pushrod and possibly a tappet. This discussion focuses on the hydraulic tappet employed in cam-in-block engines.

It's the profile of the camshaft lobe that determines the valve action, and that motion is first transmitted to the valve lifter and onto the pushrod and finally the rocker arm that contacts the stem of the valve.

When the parts are cold, they shrink and as heat is generated they expand. For this reason, free play is required to prevent parts binding when heated. Free play is created between the rocker arm and the valve stem tip (hence the tappet gap).

Valve trains that required a gap (or lash) were often identified as employing a solid lifter or mechanical camshaft. Today's engines provide either a hydraulic or mechanical lifter, based on the manufacturer's decision.

Improvements in metallurgy and valve train design now allow a mechanical tappet to stay in adjustment much longer and work efficiently with less operating clearance or lash. Often these are referred to as a 'tight-lash' design. When the engine is cold, operating clearances recede and when hot they expand, depending upon engine materials.



If the engine block and heads are entirely of cast iron, expansion will be minimal. Alternatively, if they are of aluminum, expect expansion because aluminum expands twice as much as steel—and both lifter and pushrod are made of steel. Aluminum block and heads will increase the lash 0.010in – 0.020in cold to hot.

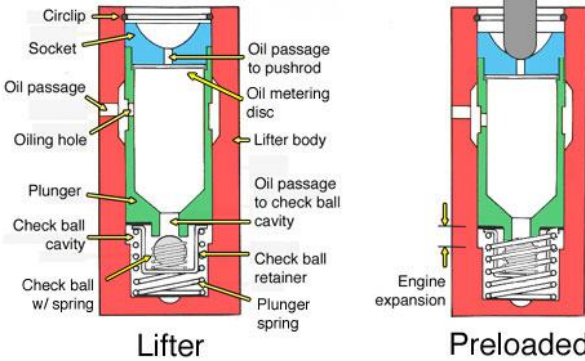
In addition, the gap/lash setting means that the effective valve lift is less than the height of the cam lobe. This is the result of the multiplicative effect of the rocker arm ratio, which is the offset of the fulcrum from the rocker mounting.

For example, if the cam lobe is 0.350 inch and the rocker arm ratio is 1.6:1, the valve lift would be $0.350 \times 1.6 = 0.560$ inch, if the engine used a hydraulic lifter, which has no lash. However, if it were a mechanical design with 0.020-inch lash, then the valve lift would be 0.540 inch.

This decrease may sound inconsequential, but it represents approximately six percent less valve travel and a corresponding impact on air flow both in and out of the cylinder. Furthermore, as the parts wear from constantly colliding as the lash reduces, the performance of the engine degrades and emissions output is altered.

Also, it's a false impression to assume a solid lifter camshaft makes more power than a hydraulic design. A solid lifter has the potential to follow a more aggressive camshaft lobe and also work effectively at higher engine speeds. But racing engines aside, this argument is irrelevant.

The difference in lifter design

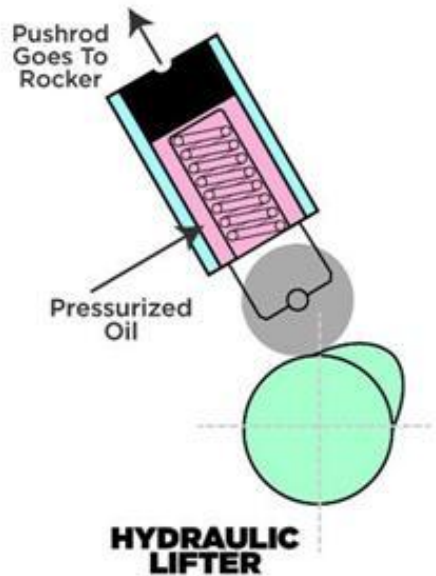


For our discussion a solid lifter is as its name implies: one piece of metal. It can be considered simply a means to transfer camshaft lobe action to the pushrod. In contrast, a hydraulic lifter is hollow, has an internal piston, spring, and allows oil to enter and exit.

Similar in operation to the hydraulic piston of a tractor bucket, engine oil flows to the cavity in the hydraulic lifter. When the valve is closed the lifter is on the base circle of the cam (the round part of the lobe) and its cavity fills with oil. The internal piston is now at its maximum travel upward since the oil is below it.

As the camshaft rotates and opens the valve, the piston is forced down and a check ball is usually employed to close the oil inlet orifice. As oil is considered incompressible, the piston cannot move because oil is trapped below it and the bottom of the cavity. The tappet now operates as a solid lifter and transfers the motion from the camshaft lobe to the pushrod.

During the lift of the camshaft and due to valve spring pressure, oil is forced from the lifter cavity by the time the lifter dwells on the nose of the lobe. Once the travel of the lifter on the lobe is complete, the pressure from the pushrod is decreased on the piston and it enters its at-rest position. The cavity is now replenished with oil.



Diagnostics and adjustment

If an engine with hydraulic lifters is noisy, either the internal spring has lost some tension or the check ball is not sealing or allowing the oil to fill the cavity. The remedy is to replace the tappet. By changing the engine oil regularly and avoiding over-revving the engine, hydraulic lifters will work as designed indefinitely. Most hydraulic lifters fail due to poor maintenance.

To determine which lifter is noisy, remove the valve cover, start the engine, and let it idle. Anticipate oil spray: take precautions. Then, using a long extension 3/8-inch drive, push down gently on the rocker arm where it connects to the pushrod. This will absorb some of the internal piston slap in the lifter and should change the sound. Due to the effort required to replace a failed lifter, it's wise to renew all of them. If one is worn the remainder will soon follow. Also, during starting, avoid dry lifters operating against camshaft lobes by coating their bottom surfaces with engine assembly lubricant before installation.

Some engines use a threaded nut on the rocker stud to adjust preload while others place a shim under the rocker stand. In further designs employing a rocker shaft, adjustment is self-regulating if the valve installed-height is correct and pushrod of the proper length. Regardless of the design, a good rule is to rotate the pushrod between your fingers and when rotation is no longer possible, correct preload has been achieved. If a stud-mounted rocker is used, add one-quarter rotation to the nut once the pushrod preload is established.



Workshop Medicine

If you suffer from personal plumbing problems, don't bother with any tablets.

Experience has shown that all you need is a pair of overalls, (that you struggle to get on and off). As soon as you put the overalls on you will want to go to the loo.

Works for Me - Guaranteed Everytime !!



Just Remember That Generally A Tree Never Hits A Car



Unless It Is In Self Defence.

Coronavirus Car Economy

One of the side-effects of the virus is car economy. I'm currently getting two weeks per gallon out of the Discovery. With my memory, I may have to do a refresher course on how to fill it up !



NEWS UPDATE

Currently we all face a new and more restricted way of life than we are used to. As we look towards the future a different road lies ahead, where some may feel quite relaxed with finding a new route whilst others will feel completely overwhelmed in not knowing which way to turn. We continue to monitor the news and various other media streams showing the world in constant flux; however, our aim is to provide you with as much current information as possible. At time of print the information provided was up to date, however we urge you all to keep a watchful eye on our website to note any changes (www.fbhvc.co.uk).

On day of going to print (24th March) we released an updated statement concerning Drive it Day which has been electronically communicated to all those on our distribution listing and is available to read on page 5. As enthusiasts of historic vehicles and if you have access to the internet we urge you to participate on 26th April 2020 in the mass sharing, via social media, of your images and memories of enjoying your historic vehicles during a past Drive it Day. Please feel free to share pictures using the hashtag #DriveitDayMemories. We look forward to seeing them in due course.

Many will find themselves with more time on their hands whether staying at home or having to be in self-isolation. Why not use this time to write about something you enjoy? Research that little titbit of information you never got around to do? Learn about another model of vehicle you're interested in or better still learn about a completely different type of historic vehicle? The internet is awash with interesting facts and figures. For those within your clubs or social circles who do not have access to the internet, why not pick up the telephone and ask them questions about their vehicle and swap knowledge? I am sure they would be very grateful indeed. Again, we would love to hear from you with any stories.

From us all at the FBHVC we send our best wishes for your personal safety and look forward to some form of normality whenever that might be. In the meantime, please be considerate of others and remain safe.

The All-Party Parliamentary Historic Vehicles Group has been reconvened following the establishment of the new Government. Our Chairman, David Whale, attended a meeting in early March which was well attended by members of both Houses. David explained some of the current difficulties being experienced with historic vehicle registration, the Group expressed their support and various ways forward were discussed. We shall be working closely with them in the coming months.

Reverting to the subject of copied or original documents, I have received some reports that copies of RF60 or VE60 old style logbooks were being rejected for V765 applications. I do not believe this is in line with the guidance provided to clubs by DVLA in the V765/3 document. Now, having recently been called upon to assist with a particular V765 application, I can state very clearly that correctly authorised copies of a RF60 were accepted without question and the registration issued very promptly. I feel that it is worth repeating that amongst all the travails that currently appear to assail the first registration process, whether DVLA will admit them or not, the V765 system continues to operate as well as ever.

Recent correspondence suggests that it may be beneficial to again draw attention to a particular, long standing, DVLA ruling. Expressed very simply it is this, if the chassis of a vehicle is modified DVLA will consider the vehicle to no longer be the original vehicle to which the registration was issued and that registration will be made void. The situation is exactly the same with modified monocoque bodysHELLS for more modern cars and for motorcycle frames. The vehicle can then only be registered with a Q plate for which an IVA or equivalent is required.

Spam Emails

A number of you have reported receiving emails which appear to be spam. Please note only emails from secretary@fbhvc.co.uk will be sent and deemed genuine. If you are unsure it is best to not open any attachments and delete it immediately.

Website News

Our website news page is becoming increasingly popular. Thank you to those who are viewing regularly over a cup of tea or during your lunch break. We will continue to keep this updated with information as soon as it is received, but in order to achieve this we need you to send us your important stories or achievements. Please email details to secretary@fbhvc.co.uk.

Hillman

Like Triumph, Hillman was another Coventry car maker which grew out of bicycle making. Before it was the UK's 'motor city', Coventry was the epicentre of bicycle making in the UK, an industry which saw huge growth as people the world over bought into the freedom transport on two wheels could offer.

After the arrival of the first velocipedes in 1868, Coventry went on to become the home of the British cycle industry, at one point producing more bicycles than any other city in the world. It has been calculated that over a 100-year period there were more than 450 cycle makers in the city. Josiah Turner and James Starley formed the Coventry Sewing Machine Company in 1857.

Recruiting Skilled Engineers

Their policy was to recruit skilled engineers and one of those was William Hillman, who hailed from London. In 1869 it became the Coventry Machinists Company and started to produce velocipedes. The following year Hillman and Starley patented a new bicycle called the Ariel which was hugely successful.

By 1885 Hillman was a partner in bicycle maker Hillman Herbert and Cooper and another successful two-wheeled creation in the shape of the Kangaroo saw its fortunes spiral. Before the end of the 19th century Hillman was a millionaire and his success enabled him to fulfil his ambition of becoming a car maker. At some point Hillman moved into Abingdon House in Stoke Aldermoor and settled on setting up a car factory in its grounds. Hillman-Coatalen, was founded by William with Frenchman Louis Coatalen as designer and chief engineer in 1907.



As was the case in those pioneering days in the motor industry, cars were designed with racing in mind. The 24HP Hillman-Coatalen was entered into the 1907 Tourist Trophy. A crash saw it fail to finish but it had been noticed nonetheless. Coatalen's stay at the company was a

short one - he left in 1909 to join Sunbeam. The following year the company became the Hillman Motor Car Company. Initially Hillman built big cars with four or six-cylinder engines - one had a 9.7-litre unit under the bonnet.

The first big seller was a smaller model - the 1913 9hp, which had a 1,357cc four-cylinder engine. It subsequently became the 11hp powered by a 1,600cc engine.



The 14hp, launched in 1925, became Hillman's most successful vehicle to date and it had a production run which

continued until 1928. Hillman came under the control of the Rootes brothers - William and Reginald - in 1928 and then merged with Humber and the Commer Commercial Vehicles Company to become the Rootes Group. Over time Hillman became the Rootes Group's manufacturer of small cars. As such it became the best-known marque within a successful group, that also included Humber and Sunbeam and much later on Singer.

Outdated production methods

Hillman, Humber and Commer were all failing companies with factories and production methods that were outdated. The Rootes brothers were determined to turn the companies around and succeed. In 1931 the Hillman Wizard was launched and though the Rootes brothers had big ambitions for it its success was limited. Another new model, the Hillman Minx, was launched the following year and it was a success from the off. The Minx name would go on to be used many times over the ensuing decades.

The Rootes factories were turned over to manufacturing for the military when the Second World War broke out and what would become Hillman's home in Ryton-on-Dunsmore opened in 1939. The Rootes brothers put their services at the disposal of the Government and William was appointed chairman of the Shadow Industry Plan. Rootes was the first company to enter the Government's Shadow Factory Scheme for the large-scale manufacture of aeroplanes and aero engines prior to the war and by the time the war started the company's factories were turning out aircraft as well as vehicles for the RAF and other services.

The car carrying the registration number M239459, was made in Coventry by the Humber Hillman Company and took Field Marshal Montgomery on his triumphant journey from El Alamein. 14th December 1945.



Field Marshall Montgomery's Hillman Humber

William Rootes played a big part in the rebuilding of Coventry after the night of November 14/15, 1940, when the Luftwaffe dropped 35,000 incendiary bombs, 50 land mines and 1,400 high explosive bombs on the city. He led a reconstruction committee to get Coventry back on its feet and later became Sir William Rootes. Following the war it emerged Rootes Group had made one out of every seven bombers made in Britain. It had also built 50,000 aeroplane engines, repaired 28,000 others that were damaged, repaired more than 12,000 military vehicles and assembled 20,000 vehicles imported from allied countries.

Post-war

After the war the Rootes brothers played a key role in driving UK exports and even set up a factory in Australia. The Minx was reintroduced with the same 1,185 cc engine and went through a series of models given Phase numbers and produced for more than a decade. A smaller car, the Husky with a van-like body was launched in 1954. The platform for this model was later shared by the Sunbeam Alpine.





Launched in 1963 the Hillman Imp represented something of a departure. A hugely successful small car, it used a Coventry Climax 875 cc rear engine and was built in a new factory in Linwood, Scotland, which had been established in

cooperation with the Government to boost a depressed area and create much-needed jobs. Other Hillman models included the Californian and an estate re-using the Husky name. The Hillman Hunter was launched in 1966 and the following year a less powerful version of it emerged which was badged as the Minx. Although it had rescued and turned around failing manufacturers by the late sixties, the Rootes Group had financial troubles of its own.

Chrysler takeover

Chrysler took complete control of Rootes by 1967 but the Hillman name continued to live on. The US car giant oversaw the development of an all-new model the Hillman Avenger, which was launched in 1970. The Hunter and Avenger models were later rebadged as Chryslers - up until 1979. That year Chrysler's European division was sold to French car maker Peugeot. The takeover saw the end of the Hunter, with the Avenger rebadged as a Talbot until it was discontinued until 1981. Hillman's Ryton factory continued to be used by Peugeot to produce its models until 2007. Peugeot still owns the rights to the Hillman name.



William Hillman's legacy lived on indirectly through his daughter - with a connection to Rover and subsequently the birth of Land Rover. He had no sons but six daughters and one of them married Maurice Wilks, who worked at Hillman in the pre-Rootes era.

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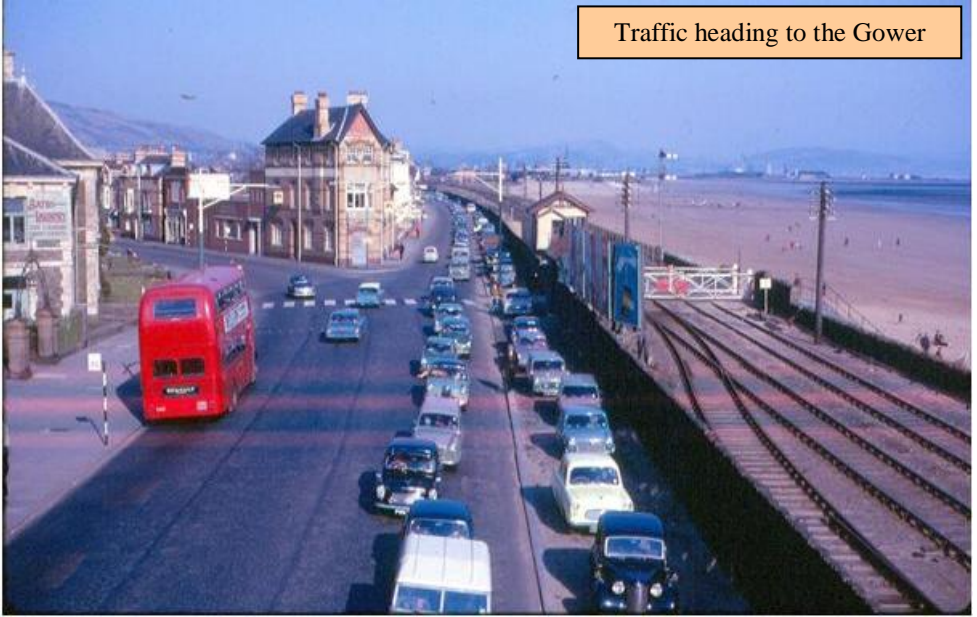


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TO THE ROYAL NAVY AND
ROYAL AIR FORCE

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1960s Swansea

Traffic heading to the Gower



The Strand



Motoring Facts

- **How many vehicles are there in Great Britain?**

At the end of September 2019, there were 38.9 million licensed vehicles in Great Britain, a 1.3 per cent increase compared to September 2018. Cars make up the majority of licensed vehicles. There were 32.0 million cars (82.2 per cent), 4.1 million LGVs (10.6 per cent), 0.50 million HGVs (1.3 per cent), 1.3 million motorcycles (3.5 per cent), 0.15 million buses & coaches (0.4 per cent), and 0.77 million other vehicles (2.0 per cent) licensed at the end of September 2019.

All body types apart from buses and coaches saw an increase in overall registered vehicles since the end of September 2018. The largest percentage increase was for LGVs at 3.0 per cent, followed by cars at 1.2 per cent and motorcycles at 0.5 per cent and HGVs at 0.3 per cent. Buses & coaches fell by 2.4 per cent, reflecting the decline in new registrations.

The total number of licensed vehicles has increased in all but one year (1992) since the end of the Second World War. From 1997 to 2007, the annual growth in licensed vehicles averaged 670 thousand per year, although from the mid-2000s it began to slow somewhat. Following the recession of 2008-9, growth slowed further but did not stop, averaging 170 thousand per year between 2007 and 2012. Since 2012, the average growth has been 610 thousand per year, but this growth has slowed in recent years with the reduction of new registrations.

- **How old is the average car?**

8 years. DFT figures show that in 2018, petrol cars were generally older, with an average age of 9.1 years, compared with 6.9 years for diesel cars.

- **How many owners will a car have, in the average lifetime?**

In the average car's lifetime, it will have 4 owners.

- **What was the favourite new car colour in 2019?**

Grey cemented its position as the UK's favourite new car colour in 2019, having hit top spot for the first time in 2018. The number of grey cars registered in the year rose 5.3 per cent to 521,273 and meant an increased market share for the colour, with more than one in five new cars (22.6 per cent) sold painted grey.

60.7 per cent of new cars registered were painted either grey, black or white. Silver, which had been in the top three 16 times in the last two decades, posted its lowest number of registrations for 20 years.

Technology Update !



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NORTHAMPTON · BEDFORD · PORTSMOUTH

Newsletter 'For Sale' Adverts

1994 Mercedes-Benz S500 Coupe, 109,000 miles, Pearl Blue with cream leather upholstery .Service history. Owned 12 years. Excellent condition. £4,250.
Telephone Viv Guerrier on 01639 633230.



Two elderly gentlemen from a retirement home were sitting on a bench under a tree when one turns to the other and says: 'Slim, I'm 83 years old now and I'm just full of aches and pains. I know you're about my age.

How do you feel?'

Slim says, 'I feel just like a newborn baby.'

'Really!?! Like a newborn baby!?!'

'Yep. No hair, no teeth, and I think I just wet my pants.'

In a train from London to Manchester, an American was berating an Englishman sitting across from him in the compartment. "The trouble with you English is that you are too stuffy. You set yourselves apart too much. You think your stiff upper lip makes you above the rest of us.

Look at me...I'm me! I have a little Italian in me, a bit of Greek blood, a little Irish and some Spanish blood. What do you say to that?"

The Englishman lowered his newspaper, looks over his glasses and replied, "How very sporting of your mother!"

CLUB EVENTS 2020

- 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 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 Pub Run** - Pont Abraham 6.45pm
- December** 5th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
14th **Minced Pies Night**
30th **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