

# S.H. V.R

THE SWANSEA HISTORIC VEHICLE REGISTER



## MARCH 2020

A Member of:



Swansea Historic Vehicle Register Ltd.

Registered Number 4167559

[www.shvr.co.uk](http://www.shvr.co.uk)

# SHVR Committee

## Membership Secretary

Mike Jones - 01792 362281

## Secretary:

Adrian Jones - 07896 185255

## Treasurer:

Patrick Pattison - 01792 885414

## Publicity:

Roger Gale - 01639 635860

## Committee Members:

<b>Leighton Jenkins</b>	<b>Edward Purcell</b>
01792 402911	07816 768103
<b>Jeff Robbins</b>	<b>Graham Bentman</b>
01792 843858	01558 685367
<b>Howard Spence</b>	<b>Daniel Jones</b>
01792 296846	07931 072626
<b>Neil Price</b>	<b>Patrick Burns</b>
07938 016731	01792 873545

President: Michael Worthington-Williams. MBE.  
01239 711486

## Newsletter:

Steve Mitchell - 01558 650620 – [steve.mitchell@resqnet.co.uk](mailto:steve.mitchell@resqnet.co.uk)

## Cover picture:

The meet at Pont Abraham on 'Drive It Day' 2019. Need to put a note in your diary for this year's event which is on the 26<sup>th</sup> April.

## **In This Month's Issue**

### ***EDITORIAL***

***DRIVE IT DAY FORM***

***RIP-OFF MOTORS***

***1980s CAR PRICES***

***SELF SERVICE PUMPS***

***POLITICALLY CORRECT ?***

***TORQUE WRENCH HISTORY***

***BHVC FEDERATION***

***FOR SALE***

***SUNDAY LUNCH RUN***

***THE GRAND APPEAL***

***HIGH OCTANE BOOST***

***SNOW WARNING***

***SWANSEA TAXIS***

***ECURIE ECOSSE***

***SANDS OF SPEED***

***SUNBEAM***

***CLUB EVENTS - DATES***

## **Editorial**

Time March's on literally. I found a chrome plating copy in Fareham that came highly recommended. They were also a quick turn round (two weeks) and reasonably priced, so I took the Jaguar 420 rear bumper and overriders to be chromed. Overall they did a good job but I noticed (if you look really hard) that there was a very small amount of pitting on one of the overriders where they probably did not put on enough copper. So I'll have a word when I take down the 420 door chromes, since these are much more visible and have to be perfect.

I understand that despite the weather, the February Autojumble went well. Obviously people travelling any distance pulled out (including some of the trader which was probably to be expected. We seem to be fitting nature with initial weather problems followed by the new Coronavirus threat. Let's hope the latter does not affect Singleton Show. Talking of which we need to start thinking about organising activities on the Saturday, and Show day on the Sunday, since we have lost the Monday. Much to do, so any help is greatly appreciated.

Hopefully the Mk II will be coming back from the company this weekend, so we can start reassembling everything. It is only when you start re-assembling (chrome and Interior) that you actually feel you are making progress.

I haven't received any adverts this month, so don't forget to e-mail me if you have anything for sale. The only thing I can assume is that you were all sold up at the Autojumble.

***Steve M***

## February's Sunday Lunch Run

This was a strange occurrence, in the main it wasn't raining, however we did hit a heavy shower on the way down from Llandeilo to Cross Hands. To celebrate the weather and no impending storm, Christine had arranged a pincer movement to sneak up on the Diplomat Hotel in Llanelli with help from Dave Evans and our colleagues at the JEC West Wales Region. SHVR would start from Pont Abraham, JEC would start from Morrisons in Carmarthen.

We made our usual decision to go for a coffee at Pont Abraham since it is easier to chat in the warm. You've got to be civilised about these things. Then it was short burst up the A48 to Cross Hands and South to the Diplomat. Despite our best efforts (and probably too much chatting) we were beaten to the Hotel by the JEC who had already formed a circle as part of the advanced party and were waiting for the reinforcements. Didn't take long to mingle and the Diplomat was conquered such that it was time for lunch. Apparently all armies march on their



stomachs. I would have thought that legs were easier but there you go. After a good meal and more chatting (got to catch up on a month's worth of activities and more importantly classic car issues) the day was quickly over. We were glad that Mike and Sally had managed to join us since Mike has not been too good, health wise, recently. Also good to see Keith and Celia.

Thanks to Christine and Dave for arranging another good day out.

# **DRIVE IT DAY 2020**

This year's Drive it Day will be on the 26th of April 2020.

We are intending to start the run at the Pont Abraham Services. We will be there from 11am to about 12.30 pm, to give everyone time to gather together and issue routes etc. **Please bear in mind that there is a 2 hour limit on parking, so do not get there too early.**

Please fill your details in on the form below (or download a form from the SHVR Website) as soon as possible to assist us in our planning. There is no entry fee for this event and there will be a raffle before the start as last year to raise funds for the upkeep of the children's transport pods we have donated to the NHS. All donations will be gratefully received.

**NAME:** .....

**ADDRESS:** .....

.....

**POST CODE:** ..... **Tel:** .....

**MAKE:** .....

**MODEL:** ..... **YEAR:** .....

**REGISTRATION No:** .....

**Please return the completed form by 1<sup>st</sup> APRIL to:**

Mike Jones  
19 Lambourne Drive  
Newton  
Swansea  
SA3 4UW  
01792 362281  
e-mail: [muckles.19@ntlworld.com](mailto:muckles.19@ntlworld.com)



# THE LEGACY OF LITTLE MILLE-SCARLETT

**We want to start the New Year by shouting about the incredible efforts of one of our fantastic fundraisers. Meet Sophie, Mike and the rest of the Palmer clan. Just 50 days after little Millie-Scarlett was born, the Palmers found themselves saying goodbye to her.**

Millie had been rushed by the Wales & West Acute Transport for Children Service (WATCh) from Swansea to the Seahorse Paediatric Intensive Care Unit at Bristol Children's Hospital after suffering from Meningitis C and sepsis. The WATCh team transfer children across the South West and South Wales, ensuring that patients like Millie can reach the urgent care they so desperately need. Sadly, despite the best efforts of Bristol Children's Hospital mum Stacey lost her beautiful Millie.

After this tragic experience, Millie's family turned their grief into something incredibly selfless and were determined to help other critically ill children. Seeing first-hand the vital use of a 'babypod' during Millie's transfer, the Palmers gathered family and friends to help them on their fundraising mission to fund another one for the hospital.





# **RIP - OFF MOTORS PLC.**

## **Staff Notice – Work Completion.**

Should mechanics be asked by customers as to when they expect to complete car repairs, the 'Official Replies List' must be used. The words 'soon', 'X hours', 'now' are prohibited. Permissible replies are 'I don't know', 'When we get the parts' or 'They don't make parts for this anymore'. A sharp intake of breath is allowed under aggressive questioning or extreme duress. It is unfair to customers to have their hopes raised and then find that the car is actually ready on time. This phenomenon has been carefully researched.



Customers expect to wait at least 72 hours over and above any reasonable time for repairs; early returns can be traumatic. Most of you will know Mr Thomas – we took his Wolseley 6/110 in 1967 and he tells us he looks forward to his daily visits here. He amuses us with his tall stories of two occasions when he detected work being done on the car.

There is, of course, a small element amongst the general run of customers who can only be described as difficult. Not only do they create trouble if repairs are over long, but they expect to have repairs done safely and correctly!

Staff should consider this as part of the job and accept that there is little that can be done to remedy it. This kind of attitude is, fortunately, getting rarer.

When, and if, a car is handed back, the customer must sign the Liability Release Form which absolves the company from any responsibility or risk. It is at this time that 'final checks' can be made (out of view of the customer) and 'knock' and 'clunk' modifications can be introduced into the vehicle to ensure the customer comes back. This improves customer contact and gives the recovery truck steady business.

Oxygen and resuscitation equipment is now in operation in the 'Bill Presentation Room'. So far, only two customers have suffered cardiac arrest, following the 100% increase in labour charges, but this is expected to be reduced when the 'Second Mortgage department' opens in June. The bad press that the motor trade has received recently (on the subject of charges) raises the question of accurate recording of overhead costs. From now on, 'customers' vehicles secretly used by

the taxi division of our firm, will render the customer liable to charges if said customer's vehicle breaks down while in service. Such additional costs (such as compensation for a staff member who misses a weekend at the casino because the customer's car fails to start) will be included in the bill presented to the customer when collecting their car.

Finally staff are reminded of some 'gratitude' phrases such as; 'I worked through the night on this', 'sifted for six hours in the scrapyards to find you this part!' and 'This is the last time you'll see one of these, but here's my phone number, I might be able to get you one'. As a rule, this may mean anything up to 50% on the official bill (now and later) and provides workshop staff with the possibility of alternative income.

N.B. The customer, who kidnapped Mr. Roberts our Reception Manager and threatened to dismantle him unless he got his car back, has been told to go ahead.

Signed,  
***Work Duty Foreman - P.G.Lark***

## High Octane Boost



Dave and Jim were a couple of drinking buddies who worked as aircraft mechanics in Melbourne, Australia. One day the airport was fogged in and they were stuck in the hangar with nothing to do. Dave said, 'Man, I wish we had something to drink!' Jim says, 'Me too. You know, I've heard you can drink jet fuel

and get a buzz.

'You wanna try it?' So they pour themselves a couple of glasses of high octane booze and get completely smashed. The next morning Dave wakes up and is surprised at how good he feels. In fact he feels GREAT! NO hangover! NO bad side effects. Nothing! Then the phone rings. It's Jim. Jim says, 'Hey, how do you feel this morning?' Dave says, 'I feel great, how about you?' Jim says, 'I feel great, too. You don't have a hangover?'

Dave says, 'No that jet fuel is great stuff -- no hangover, nothing. We ought to do this more often.'

'Yeah, well there's just one thing.' 'What's that?' 'Have you farted yet?' 'No.'

**'Well, DON'T - cause I'm in New Zealand '**



## 1980s Car Prices

Big hair, big shoulder pads and big cellphones are key elements of the 1980s. If the years before were brown and nicotine-stained, the 1980s ushered in an era of brighter colours and renewed optimism.

We kick things off with the TR7. Triumph claimed it was ‘the exciting car you can afford’, pitching it alongside the £35,100 Ferrari 512 BB. A bold approach for the £6,361 sports car, but “in these hard times, you’ve got to economise somewhere”.

Two years later, Fiat celebrated the Panda’s first birthday by slashing its price to £2,995. “Fiat has discovered a way of making Pandas breed like rabbits.” Well, quite. The equivalent price today: £10,372. That’s cheaper than a 2016 Fiat Panda.



By 1985, the Citroen 2CV was about to enter the twilight years, with £2,774 securing some ‘Tin Snail’ action. In 1986, SEAT was a relative newcomer in the UK, with the Spanish firm asking between £4,095 and £5,771 for its neatly-styled Ibiza.

Oh, Rover, where did it all go wrong? Actually, that’s a rhetorical question, because its demise has been well documented. In 1988, the not so small matter of £19,944 could get you behind the wheel of the fastest road-going Rover, the 800 Vitesse. Consider that price for a moment. That’s perilously close to BMW M3 or Jaguar XJS money. But what a car: 2.7-litre 24-valve V6 engine, 140mph top speed and more gadgets than a branch of Dixons.



We close the curtains on the 80s by mentioning the Lada Riva. Back then, a budget car probably meant something from the Eastern Bloc, with the Riva available for ‘just’ £3,495. Compare and contrast with the £5,995 Dacia Sandero Access.

## Year/Car/Price new (2016 adjusted)

1980: Triumph TR7 – £6,361 (£28,088)  
1981: Mazda 323 – £3,399 – £4,499 (£13,172 – £17,435)  
1982: Fiat Panda – £2,995 (£10,372)  
1983: Ford Escort RS1600i – £6,700 (£21,366)  
1984: Saab 900i – £8,510 (£25,944)  
1985: Citroen 2CV Special – £2,774 (£8,054)  
1986: SEAT Ibiza – £4,095 – £5,771 (£11,206 – £15,793)  
1987: Citroen BX GTi – £10,205 (£27,009)  
1988: Rover 800 Vitesse – £19,944 (£50,656)  
1989: Lada Riva – £3,495 (£8,462)

## Snow Warning !

One winter morning, a couple was listening to the radio over breakfast. They hear the announcer say, “we are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the road, so the snowploughs can get through”. Bill’s wife goes out and moves her car.



A week later while they are eating breakfast again, the radio announcer says “We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the street, so that snowploughs can get through.” Bill’s wife goes out and moves her car again.

The next week they are again having breakfast, when the radio announcer says “We are expecting 12 to 14 inches of snow today. You must park.....” Then the power goes out.

Bill’s wife is very upset, and with a worried look on her face says, “Honey I don’t know what to do. Which side of the street do I need to park on so the snowploughs can get through ?”

With love and understanding Bill says – “Honey, why don’t you leave it in the garage this time !”.

## Self Service Petrol Pumps



A new concept in petrol pumps was demonstrated in February 1962 at the Beckmeter Works in Streatham Vale London. The idea was to have petrol pumps at island sites, linked to remote recorders in the cash office. This was the first type of self service petrol pump, although, this particular version did not really take off.

## Swansea Glantax Taxi Company



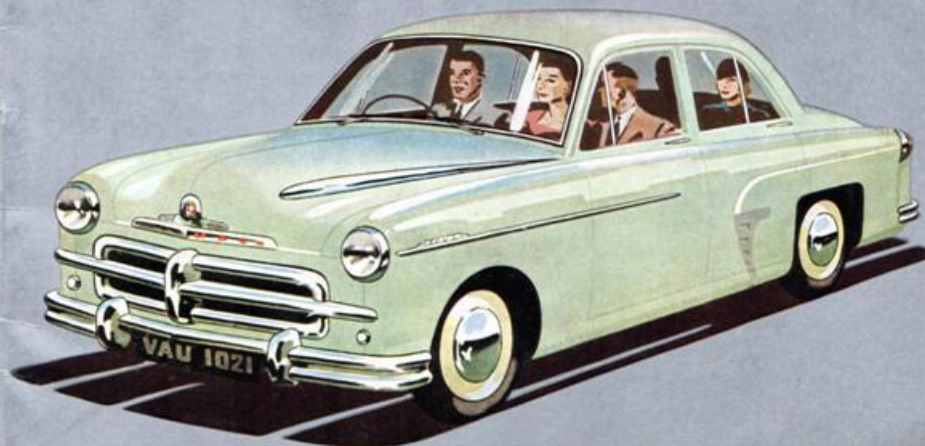
Taken on October 12 1953, this photograph shows a line up of Vauxhall Wyverns used by the Glantax Taxi Company in Swansea.

*Viv Guerrier*



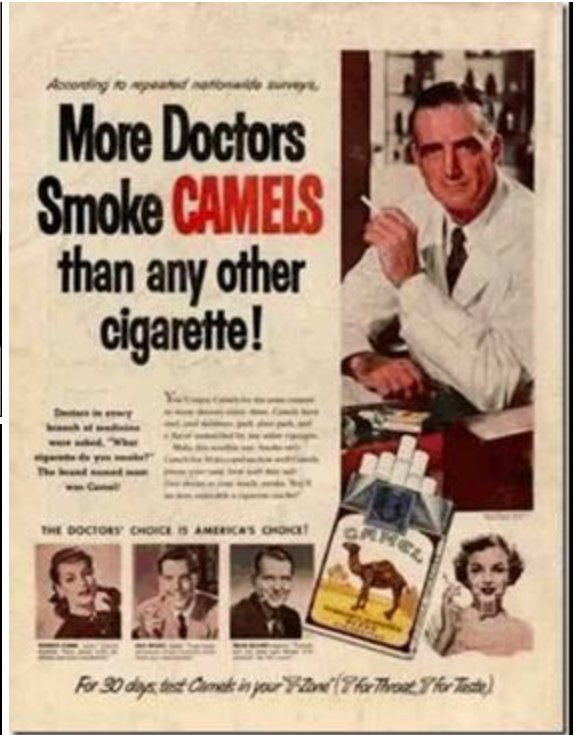
With the  
New Square  
Engines

The New  
**Vauxhall**  
Velox & Wyvern





# Politically Correct ??



An elderly gentleman shuffled slowly into an ice cream parlour and pulled himself slowly, and painfully, up onto a stool... After catching his breath, he ordered a banana split. The waitress asked kindly, 'Crushed nuts?' 'No,' he replied, 'Arthritis.'

## Ecurie Ecosse & Jaguar



The year 1957 was also significant in that it marked the debut of what was to become by far the most successful Jaguar-engined special, the Lister. The first Lister-Jaguar was a private effort by the Londoner jeweller Norman Hillwood, who fitted a C type engine into a Lister-Bristol chassis. Then Brain Turle, of BP, persuaded Lister to build a works Jaguar-engined car to combat the Ecurie Ecosse and Austin Martin works teams, both of which

were backed by their rival Esso oil company. Jaguar was happy to supply a 3.4-litre dry sump D type engine in the knowledge that the Lister works car in the hands of Archie Scott-Brown would present a formidable threat to Aston Martin. In this form, the combination of ultra light Lister and Scott-Brown's superb driving ability proved almost unbeatable in British sports racing that year.



A 3-litre limit was imposed for international sports car racing in 1958 to discourage development of such monsters as a 4.5-litre 450S Maserati after more horrific crashes, particularly in the Mille Miglia. Jaguar reduced the 3.4-litre XK unit to 3-litres, in which form it produced 254 bhp. The new capacity of 2986cc was achieved by reducing the stroke to 92mm, but in this form the engine did not prove reliable. The Ecurie Ecosse's chief tuner, Wilkie Wilkinsin, attacked the problem from a different angle, enlarging the 2.4-litre XK engine used in the Mark I saloon to 2954 cc by increasing its stroke to 91mm. With a different crankshaft and connecting rods, this engine looked as though it would be very reliable, but it produced only 234 bhp, so the Ecurie Ecosse team decided to use the works engines in the hope that they would not blow up.

There were no capacity limits in British or American sports car racing, however, so Lister capitalised on this by putting its Jaguar 3.8-litre-engined car into production with a distinctive 'knobbly' body cleverly designed to minimize frontal area by leaving only 'knobs' to cover high points such as the wheels and engine.



The Ecurie Ecosse also decided to experiment with a Lister chassis, but this time in single seater form for the rich Race of Two Worlds event at Monza, in which the fastest cars from Europe and the United States- regardless of capacity-were invited to compete. Most of the European teams declined because the track was so rough and the potential speeds so high that their cars could not cope. In 1957, the Ecurie Ecosse had survived to take the lion's share of the prizes with its highly



placed D types, but felt that there was a chance of winning with a single-seater. So the Scottish team commissioned a Lister-Jaguar, but sadly it proved to be no faster than a D type because of the extra drag imparted by its exposed wheels.

The Ecurie Ecosse also ran a conventional Lister-Jaguar for Gregory with great success, the American driver proving to be one of the few who could stay with Scott -Brown. In 1958 they were duelling for the lead at Spa when Scott-Brown in the works Lister sadly crashed in flames to his death. Cunningham re-equipped his team with Lister-Jaguars and Walt Hansgen used them to good effect to win the Sports Car Club America championships in 1958 and 1959.

Those were the years when the Lister-Jaguars were at their peak, leaving all the other big sports cars trailing, Occasionally they were fitted with the 3-litre XK engine, but usually D types were retained for long- distance events such as le Mans, where different body regulations applied. The Ecurie Ecosse remained loyal to its D types for Le Mans, but lost both with piston trouble in the first hour in 1958. Bueb and Hamilton lasted longer, leading during the night, only for Hamilton to crash after 19 hours. Piston trouble struck again in 1959 when the Ecurie Ecosse D type driven by Gregory and Innes Ireland held second or third place behind the leading Aston Martin.



The aerodynamicist Frank Costin was employed to rebody the Lister-Jaguars for 1959, the result being a bulbous creation aimed at reducing drag. However, these new Costin-bodied Listers proved to be no faster overall, partly because their drivers could not judge the corners as accurately as those with 'knobbly' bodied cars.



The Ecurie Ecosse also bought a Tojeiro-Jaguar, racing it alongside the Listers and D type. During 1959 Bueb, who had taken Scott-Brown's place in the Lister team, was killed in a Formula 2 race, and the saddened proprietor, Brian Lister, quit racing. His last design, a spaceframe Lister-Jaguar, was sold with the works cars, which continued to

compete successfully in private hands.

## Torque Wrench History

It is said that John H. Sharp was the first person who applied for a Torque Wrench patent in May 18, 1931. His patent was referred to as a torque-measuring wrench. It was described as “relates to wrenches, and more particularly to one for indicating the amount of force.” Such patent was granted and published on July 9, 1935.



However, there are other articles claiming that it was actually Conrad Bahr who invented the torque wrench back in 1918. This claim states that Conrad designed such torque wrench when he was working for the New York City Water Department. The tool was intended to avoid over-tightening of bolts on water main and steam pipes.

Together with Bahr's partner, George Pfefferle, the adjustable ratcheting torque wrench was designed and patented in 1935. Pfefferle was then an engineer for S.R. Dresser Manufacturing Co. The two designed a tool that's equipped with audible feedback and back-ratcheting movement restriction once the required torque was reached.

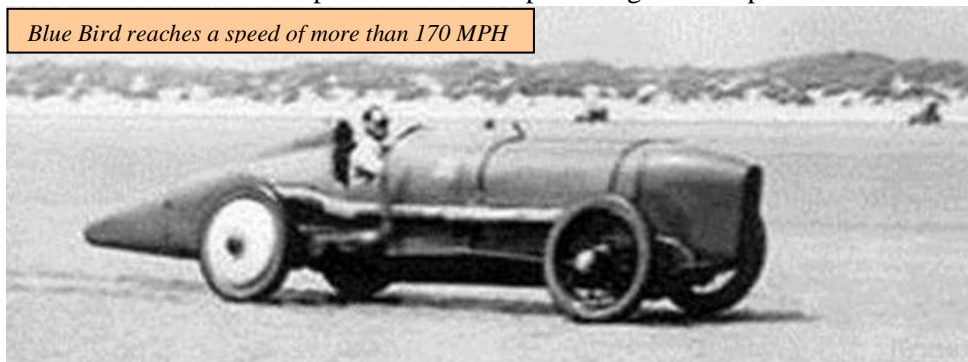
## New "Sands of Speed" Museum

The beach where Sir Malcolm Campbell broke the land speed record in the legendary Blue Bird is to be the site of a new £7 million visitor attraction. County Councillors approved the project which is backed by EU and Welsh Government funds. A "Sands of Speed" museum and a 420-bed hostel will cater for fans visiting Pendine.



There were five land speed record bids at Pendine between 1924 and 1927. Sir Malcolm made three record attempts in total - the quickest in Blue Bird in February 1927 where he reached 174.22mph (280.38 kmph). Welshman JG Parry-Thomas made two record attempts in his car Babs - but became the first driver to be killed in a world land speed record attempt driving at 170mph in March 1927.

*Blue Bird reaches a speed of more than 170 MPH*





## **Editorial Wayne Scott Communications Director**

A new decade of historic vehicles has dawned so, welcome along! As we embark upon the first year of the new decade, it is useful to reflect on the past ten years, which have seen the historic vehicle industry grow and develop into a major player in the UK economy. Our own survey tells us that the movement as a whole contributes £6 billion to the gross product of the country. But, whilst the movement has matured, become more professional, reached new and larger audiences and employed thousands there are significant challenges afoot.

The difficulties around enthusing younger people about transport heritage will continue and I expect, will get more difficult as the younger generations are constantly bombarded with messages about climate change and negative connotations around fossil fuels. We would be wise, I feel, not to underestimate the challenges around educating and engaging with new, younger audiences in an era where it seems perfectly acceptable for young children to shun education and skip school in order to go on protests – as long as it is about the climate – and extremist activists are applauded for sabotaging vehicles at the Brussels Motor Show which ironically, is one of the best platforms we have for sharing, developing and showcasing ideas for cleaner and more sustainable modes of personal transport for the future.

I feel as a community, we must be up front and centre in the climate change conversation and not seen as denying that there is a problem or resisting change for the sake of it, but rather sharing our experience and knowledge to assist in understanding the history of transport in order to learn lessons for the future. The fact remains that if every historic vehicle was removed from the road, there would be no difference to the urgency of the emergency that faces the planet, nor would any country's emissions level be profoundly affected.

Despite the ever-increasing narrative around these issues in the mainstream media, I'm personally optimistic about our future, mainly because one of the most welcoming, open and friendly movements in the world must surely be the historic vehicle scene. Whether it is giving children rides on traction engines, teaching them how to ride a motorcycle or letting a young person sit in your prized classic car – the very best way of ensuring we have a future for our transport heritage is to ensure that young people feel included and that a historic vehicle, and the skills required to preserve it, are attainable for all. Most importantly we must inspire and encourage – that way, the future is more likely to be safe.

The FBHVC, with your support, will continue to fight for the freedoms of historic vehicles, support our members and clubs and continue to drive the promotion and protection of transport heritage along with our partners into this forthcoming decade.

By the time you read this, we will have enjoyed meeting up at the second of the FBHVC Club Expo's held at British Motor Museum, Gaydon. This event is a great opportunity to share ideas and support one another and if you attended, I sincerely hope you found it a fruitful, informative and motivational day.

## **Fuel**

There had been efforts to introduce E10 petrol to the forecourt. We understand that the only UK refinery for the alcohol additive has closed and the environmental costs of shipping alcohol additives from other parts of the world negates any environmental benefit and fuels on the forecourt remain unchanged. I am sure will emerge again as a potential issue for historic vehicle owners so we will keep this under review.

## **Clean Air & Low Emission Zones**

We continue to see initiatives to propose charging or banning zones in city centres. Birmingham have recently announced that even though they have yet to establish their city centre CAZ, they intend to introduce a total ban on cars within the city centre at some stage. It may be this represents the start of a further round of restrictions.

In England, the various zones remain stalled. The two most advanced – Birmingham and Leeds – have both been deferred over software development and changes in the proposed funding of the charging system. I understand that Birmingham are still working on the basis that their system will be operational by July 2020 although from my earlier comments you will appreciate, I remain to be convinced. Other councils have made proposals but these will also have the shared software development issues and have not progressed further.

York is one of the latest and intends to ban all vehicles from within the old City walls. Given that much of the area inside the walls is pedestrianised and such streets as remain open to vehicles are narrow and congested, this seems unlikely to have any major impact.

London plans to expand its existing ULEZ beyond the central “congestion zone” area to the North and South Circular routes, and whereas Central London has a relatively small resident population, this outer area encompasses some 3 million residents. This is planned for October 2021.

At this stage, we will continue to respond to proposals as they emerge.



I have received queries from several members in respect of ‘near-classic’ vehicles and vehicles caught in the 30-40 years old gap (English CAZ/LEZ zones are based on historic vehicle tax exemption at 40 years, rather than the Scottish proposed 30 year threshold) Enquirers have asked if it is possible to ‘retro-fit’ a car to improve its emissions and thereby escape charges or bans. For some motorcycles it is possible to do this as emission tests on motorcycles were introduced differently.

The simple answer is that there are provisions for ‘retro-fitting’ to be recognised, although the process to do it is complex and untested, and any conversion along with emission testing seems likely to exceed the value of most vehicles

considered. Technically, I have spoken to one owner who claims it is theoretically achievable on his car, but only by upgrading the engine to an available later compliant specification. There certainly isn’t a simple ‘bolt on’ kit!

This is an area for others to explore. Our remit in representing Historic Vehicles and their owners means we have focused on pressing for full exemptions, and vehicle emission compliance is a highly technical field we are not resourced to advise on.

## Lawn Mowing



Two Irishmen were waiting at the bus stop when a truck went past loaded up with rolls of turf. Jimmy said, “I’m gonna do dat when I win da lottery.” “What’s dat den?” asks Mikey.

“Send me lawn away to be mowed !!.”





# SUNBEAM

*The Supreme Car*



John Marston, the man who started it all was born in Ludlow in 1836, of a minor landowning family, and was sent, aged 15, to Wolverhampton to be apprenticed to Edward Perry, a japanware manufacturer. At the age of 23 he left and set up his own japanning business, making any and every sort of domestic item, after purchasing Daniel Smith Lester's factory in Lester Street, Bilston. Perry died in 1869, and John did so well that in 1871, he took over his company and incorporated it into his own. He started making Sunbeam bicycles, with great success and on the suggestion of his wife Ellen, adopted the brand name "Sunbeam". In the late 1890s his right-hand man, Thomas Cureton, persuaded him to consider building a car. They drew up a specification for an experimental vehicle and work began on the prototype in 1899.




The vehicle was built by Henry Dinsdale, an ex-Wearwell man and expert engineer, his assistant Harry Wood, then a boy, and other members of staff at a disused coach-house in Upper Villiers Street. Edward Genna looked after the office and would later become the company's sales manager. They used a fairly conventional design with a 4hp. single vertical cylinder, water-cooled engine, two speed gear, belt drive, and tiller steering. Most of the parts

including the radiator and spark plug were made at Sunbeamland or machined there from locally made castings.

John Marston must have been very keen on the idea of building a car. Many of his friends pointed out to him that at his age (he was 63 at the time) he shouldn't waste a handsome fortune on the new venture. On completion, a road test was organised. Dinsdale favoured the hilly route from Wolverhampton to Bridgnorth, whereas Cureton decided on a journey from Wolverhampton to Stafford, which was flat and included railway stations if necessary. They travelled at 14m.p.h., a speed that they carefully kept hidden from John Marston. Another exhibitor at the 1901 National Show was Mr. Maxwell Maberley-Smith, who had produced an

unusual car and decided to offer it to Sunbeam as a way for them to enter the car market without any development costs. Sunbeam accepted his offer and the Sunbeam-Mabley was born.

## The "SUNBEAM" Mabley Car.



Awarded the Gold Medal for Reliability  
at Liverpool, Feb., 1902.

☛

A Car that is easy to manage  
and economical to run.

☛

**II** It is a light, compact vehicle, capable of carrying two persons very comfortably. It is remarkably efficient, a speed of from 4 to 20 miles being easily obtained on the level. The simplicity of the transmission gear enables hills to be taken at a surprising speed. The weight is about 4½ cwt.

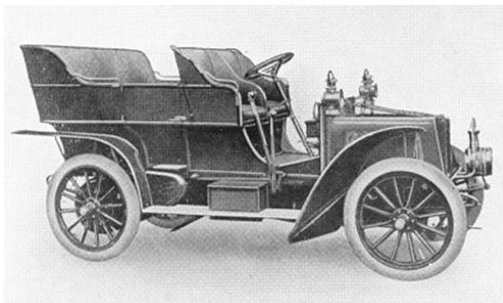
**Price, £140.**  
Price £150 Monthly Payment System.  
Send for Full Particulars  
— and Testimonials.

**J. MARSTON, Ltd.,**  
Moorfield, WOLVERHAMPTON.

The unconventional vehicle had four wheels, one at the front, one at the back, and two in the middle. It was shaped like an 's' sofa with a seat on each side facing in different directions, and powered by a 2.75hp. De Dion single cylinder, water-cooled engine. The engine, mounted above the front wheel, drove the middle wheels by a leather

belt and chains. It had tiller steering on the front and rear wheels, pneumatic tyres and a drum brake on each driving wheel.

In March 1905 the Sunbeam Motor Car Company Limited was formed with a starting capital of £40,000. The cars were made at Moorfield Works, off Villiers Street, and John Marston was Chairman. There were also satellite factories in Owen Road, Temple Street, and Ablow Street, where other components including car radiators were made. The first directors were John Marston, Dr. Edward Deansley (Marston's son-in-law), Sam Bayliss (Bayliss, Jones & Bayliss), Thomas Cureton, Henry Bath (the company's consulting engineer), and Herbert Dignasse. 1905 saw the introduction of the 12hp. Sunbeam, powered by a 2.66litre, 4 cylinder engine. About 172 were built.



The First World War ended in November 1918 and so did the Government contracts, it was now back to work as normal at Sunbeam. Thanks to the company's technically demanding war work, both on aircraft and aero engines, Sunbeam now had an extremely skilled workforce. Unfortunately John Marston passed away in 1918 during a holiday at Colwyn Bay and Thomas Cureton ably succeeded him as Chairman. Car production started again in November 1918 and the company announced that it would be producing two of its pre-war models, the



16hp. and the 24hp. both however, with improvements. The 16hp. design would remain in production in many forms until 1924 and large numbers were made. It began life in much the same form as the earlier version with the same side valve engine. Several models were available from a running chassis that sold from £655 to the Cabriolet

that was available from £1,040. About 2,000 were made.

After the war, Sunbeam suffered from financial problems, partly from a slump in the motor industry, and partly from non-payment of some of the war contract work. As a result the company amalgamated with Darracq and Talbot in 1920 to form the S.T.D. group (Sunbeam, Talbot, Darracq) with Coatalen in overall charge of design.

Clement-Talbot Limited was formed in 1903 to import the popular French Clement car into the UK and from 1905 it started producing UK built cars. Alexandre Darracq began building bicycles in the late 19th century and in 1900 built his first Darracq car. His Paris based company became largely UK financed and in 1919 Talbot was taken over by Darracq. Louis Coatalen became a director and had a seat on the board. After the amalgamation, production at Wolverhampton continued much as before and Moorfield works continued to turn-out many fine cars.



Sunbeam had continued to race in America with modest success and Coatalen designed a new car with a 3 litre, 8 cylinder engine that included all of the latest racing developments. The car made its first appearance during the Easter 1921 meeting at Brooklands where it won the 3 litre Scratch Race at 94.64m.p.h. with Henry Segrave at the wheel.

Coatalen must have been delighted when the Automobile Club de France staged its first post-war Grand Prix at Le Mans in July 1921. There were only 19 entrants including 7 from the S.T.D. group. 3 Talbot Darracqs were built in France and 2

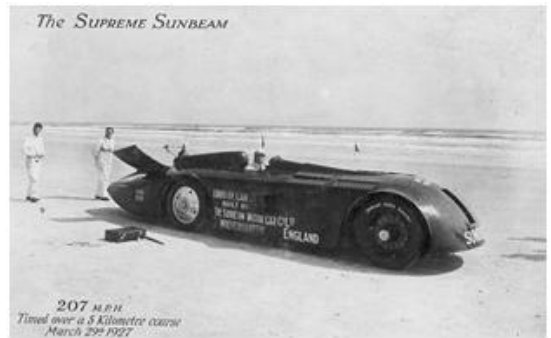
Sunbeams and 2 Talbots were to be built in the Experimental Department at Moorfields Works, along the same lines as Coatalen's new 3 litre, 8 cylinder car.

In 1923 Malcolm Campbell persuaded Louis Coatalen to sell him the 18.3 litre, 350 hp. 'V12' Sunbeam car. He had high hopes of using it to break the world land speed record. During the winter months the car was sent to Boulton & Paul Limited in Norwich for wind tunnel tests and a new body. The car had proved difficult to control at speed and tended to veer to one side. It was hoped that a new streamlined body would overcome the problem and allow the car to reach higher speeds. After testing in a wind tunnel, a new long-tailed body was fitted and various mechanical improvements were made. After applying a coat of blue paint, the car became 'Bluebird'.



Campbell took the car to Pendine Sands, where he achieved his first major success. On September 25th he achieved a new world land speed record of 146.16 mph. He returned again on 21st July, 1925 and raised the record to 150.78 mph.

The car, known as the 1,000 hp. Sunbeam was shown to the press on 21st February, 1927 and it received a lot of attention. It was decided that the best place for the attempt would be Daytona Beach in Florida where there is a stretch of flat sand, 9 miles long. Henry Segrave was presented with the marvellous news that he had beaten the previous record by 28 mph. and was the first man to exceed 200 mph. He thought that the car could go faster, but after consultation with Guinness and Lord Rossmore he decided to let the 203.792 mph. record stand. Ironically the record run was made on the 47th birthday of the car's designer, Captain Jack Irving.



Sadly Louis Coatalen left the company in 1931, at a time when his flair, drive and enthusiasm could have helped to carry the business through a difficult period of recession. Even without him the skilled workforce continued to produce high quality, technically advanced cars.

It seems that quality products alone were not enough. Even though the company also diversified into public transport and sold large numbers of trolley buses, the business could not be sustained. In 1934 this part of the company was registered separately as Sunbeam Commercial Vehicles Limited.



*A Dawn four-light saloon*

The aero engine side of the business had not been a great success. Large numbers were produced as part of the company's war work, but even then many were never paid for, and after the war very few were sold. In July 1935 S.T.D. was purchased by Rootes Securities, who had no interest in high quality cars, only volume production. They kept the Sunbeam name and quickly closed the car building part of the works. They also had little interest in trolley buses. Initially the bus-building part of Karrier was moved from Huddersfield to Moorfields, and it looked as if Sunbeam buses had a secure future. In 1946 it was sold to Brockhouse, who in turn sold it to Guy Motors. Production at Moorfields continued until the early 1950s when it all moved to Guy's works at Park Lane. A sad end for the company, especially as so much had been achieved during Sunbeam's glorious half a century at Moorfields.



*Advert From the 1906 Encyclopedia of Motoring Courtesy of Viv Guerrier*





*Just got the Mk 2 back from the spray shop. It seems they have fitted a bucket seat upgrade.*

## Newsletter 'For Sale' Adverts

**For Sale**

**2 Morris Minors**

**MOT Exempt, Tax Exempt, Cheap Insurance**

**1 x £3500**

**1 x £5500**

**To View or make a sensible offer please contact:**

**Steve - 07779 370856**

**Debbie - 07855869211**

**Or Call at No 2 Penbryn Swansea**



## CLUB EVENTS 2020

- March** 29<sup>th</sup> **SHVR Lunch Run** - Pont Abraham 11am
- April** 4<sup>th</sup> Brunch Run – The Cottage Inn nr Llandeilo 10.30 on  
5<sup>th</sup> South Pembs Coastal Run – Jeff Edwards PCCC  
20<sup>th</sup> **SHVR Club Night** – Dunvant RFC 7.30pm  
26<sup>th</sup> **SHVR Drive it Day – Entry Form Enclosed**  
29<sup>th</sup> **SHVR Pub Run** - Pont Abraham 6.45 pm
- May** 2/3<sup>rd</sup> **SHVR Singleton Show weekend NOT MONDAY!**  
6<sup>th</sup> **SHVR trip to Kinsale**  
16<sup>th</sup> Wales on Wheels  
18<sup>th</sup> **SHVR Club Night** - Dunvant RFC 7.30pm  
27<sup>th</sup> **SHVR Pub Run** - Pont Abraham 6.45pm
- June** 6<sup>th</sup> Brunch Run – The Cottage Inn nr Llandeilo 10.30 on  
14<sup>th</sup> Bluestone Run – Jeff Edwards  
20<sup>th</sup> Bicester Flywheel  
24<sup>th</sup> **SHVR Pub Run** - Pont Abraham 6.45pm  
27th/28<sup>th</sup> Towy Valley Show
- July** 4<sup>th</sup> Brunch Run – The Cottage Inn nr Llandeilo 10.30 on  
20<sup>th</sup> **SHVR Clubnight Barbecue**  
25th/26<sup>th</sup> **SHVR Summer Rally**  
9<sup>th</sup> **SHVR Pub Run** - Pont Abraham 6.45pm
- August** 1<sup>st</sup> Brunch Run – The Cottage Inn nr Llandeilo 10.30 on  
8<sup>th</sup> Classic Car Show at Days Plasmarl. Start 10 am.  
9<sup>th</sup> Gnoll Show  
15<sup>th</sup> **Carmarthen Show**  
17<sup>th</sup> **SHVR Clubnight**  
27<sup>th</sup> **SHVR Pub Run** - Pont Abraham 6.45pm
- September** 5<sup>th</sup> Brunch Run – The Cottage Inn nr Llandeilo 10.30 on  
6<sup>th</sup> Pembroke Run  
21<sup>st</sup> **SHVR Clubnight**  
30<sup>th</sup> **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 <b>SAE</b> to: SHVR Ltd, 19 Lambourne Drive, Newton, Swansea. SA3 4UW Tel No: 01792 362281			

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