

# SHOWR

Magazine

February 2000



# SHVRcommittee

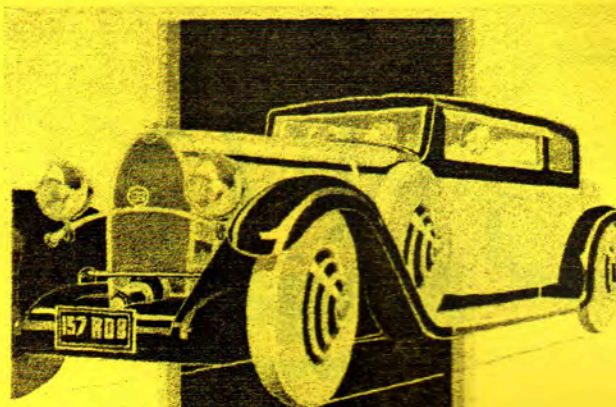
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President.....Johnny Thomas  
01267 290215  
Vice President.....Mike Worthington-Williams  
Patron. ....Ray Legate

## Singleton VCF 2000

The next planning meeting for this years Singleton Vintage Car Fayre, will take place on Sunday 27th of February in Murton Rovers at 7.30pm. We would welcome any assistance that you can offer, in preparation for the event. If you can't make the meeting, but would still like to help please get in touch with Ray Kethburn-Thomas on 01792 418437.

## COMMITTEE MEETING.

There will be a committee meeting at Murton Rovers on Sunday 12th March at 7.30pm.



# BUGATTI

## *Sad News*

We were saddened to hear of the sudden death of club member Diane Blackmore. Although Diane has been unwell for a number of years, we all thought she was winning her battle against her illness. Both she and Paul have supported SHVR for many years and along with their daughters helped out at Singleton.

We extend our heartfelt sympathies to Paul and their daughters, Michelle and Nicola.

We were also sad to hear of the death of our patron's father, William John Legate. Many of us have met Ray's father at our Singleton Show in past years, a regular sight whizzing around on his motorised wheelchair. Ray reminded me of the gratitude his father expressed to the members of our club for their help carrying him, in his wheelchair, up the stairs in our old meeting place, the Admiral Benbow in Mumbles.

We extend our heartfelt sympathies to his wife, also to Ray and his wife Bridie.

M.P.

## The Thoughts of Chairman Mike.

Still no time off for good behaviour, I am back in the hot seat. Unfortunately, my business interests will dictate the amount of time I can give to SHOR, the present committee are aware of this and my Vice Chairman, Mike Evans, is ready to take over in my absence.

To maintain standards and keep the club at the forefront of motoring pleasure, requires a full time commitment, the present committee are fully aware of this, we also have a duty as elected officers to look after the interests and well being of the club and it's members.

I feel a need to remind everyone that SHOR is a multi-marque club and caters for all historic motoring interests. Whether you own a vehicle or not. whether it be a

veteran, vintage or classic car, van, lorry, motorbike or any other form of wheeled transport, and we must maintain a calendar of events that are affordable to all members and not create an elitist group within the club. There are plenty of one-marque clubs that thrive on one-up-manship. THAT'S NOT SHOR'S AIM. Our members come from all walks of life and all interests are catered for. Over the years our membership has increased encompassing members from Wales and England as well as several overseas members, and anyone with an interest in historic vehicles will be made very welcome. Our club magazine keeps all the members who cannot attend meetings in touch with activities and General snippets of information relating to their hobby.

You will see on the inside cover of this magazine a list of your officers and committee. There are a few new recruits who have replaced people that have left. My sincere thanks to everyone on last years committee and a warm welcome to the new recruits. Every person on this years committee has either been or will be given a specific task or job, thus making it easier for members to associate to the person who's doing the job.

Our first event of 2000 is rapidly approaching, so come on everyone THINK SINGLETON! we need as much help as possible, so all you willing people attend our Singleton meeting on Sunday 27th February at Murton Rovers 7.30pm sharp.

It only remains for me to thank you for re-electing me as your Chairman and I shall continue to do the best I can for SHOR.



*Happy Safe Motoring in 2000  
Mike P.*



# Just a few of the Thank You Letters we have received from the deserving causes SHVR has supported this year.

Dear Mike,

On behalf of Bishopston Ranger Unit I would like to thank your committee for your very generous donation.

It will be put to good use to fund first aid training, purchasing equipment and as a millennium project we hope to invite local housebound residents to a meal and entertainment organised by the girls.

Many thanks for your support.

Sandra Presdee.



Dear Mike Palmer,

As Chairman of the Swansea Badger Group I would like to express my gratitude for your kind donation £250.

As you are probably aware we are a charity group run by volunteers. Such donations are useful towards the running of the groups Land Rover which is an invaluable tool to us.

Once again many thanks.

Dr. A.R. Eccott



part of the  
**Glamorgan Wildlife Trust**  
YMDORNEDOLAETH BYWYD GWYLLT MORGANNWG



## Pembrokeshire



## Sibling Group



c/o 3 Bush Street, Pembroke Dock, SA72 6XB. ☎ 01646 687064

Dear Mr. Palmer

Thank you very much for your kind donation of £250 towards our charity. It will enable us to take the children on a long trip, possibly the Ice Rink at Cardiff or other place. Over 50 children enjoy our trips now - although not all attend every activity. They really benefit from the opportunity to mix on a social basis with others facing similar situations to themselves.

We are very appreciative of your help and hope that you will convey our gratitude to all members and anyone involved in raising the money and making the decision to choose our charity as a beneficiary.

Yours sincerely

Nuala Walsh  
Treasurer



West Glamorgan Council on Alcohol and Drug Abuse  
*Alcohol/Drugs Advice Centre*

75 UPLANDS CRESCENT  
UPLANDS  
SWANSEA  
SA2 0EX  
Tel: (01792) 472519  
Fax: (01792) 466550

Dear Mike,

Thank you very much for your generous cheque of £250, from the Swansea Historic Vehicle Register. Our League of Friends is a registered charity whose primary object is to raise funds for the ongoing training of staff working as counsellors and therapists at the above out-patient treatment centre. They deal with alcoholism and drug addiction, and provide a unique facility which has had many years of proven success in combating these illnesses. Treatment is free, comprehensive and available to all.

Sadly, the numbers involved are growing daily and our resources are now consequently overstretched. So to this end, we are, at the beginning of February moving to larger new premises at No. 40, St. James Crescent. This obviously is an expensive time for us, and so we are particularly grateful for your timely donation.

I can assure you that it will be put to very good use, and that your support and interest in our centre is very much appreciated by the staff, clients and friends.

Yours sincerely,  
Maggie Mullins (Mrs)  
Chairman, League of friends.

## Chairman's Report - AGM 2000

Another busy and successful year for Swansea Historic Vehicle Register. Our Vintage Car Fayre in May is our major fund-raiser. 1999's Fayre was a huge success, the hard work of all who were involved was rewarded with glorious sunshine on the day and gate receipts enabled us to donate £7,000 to deserving causes.

Your committee and it's helpers organised a full calendar of events throughout 1999, there were road runs and rallies, visits to Pembrey Race Circuit, car factory visits, static events also evening and Sunday runs to quality inns and pubs for meals and socialising. One of the disappointments of '99 was the cancellation of the annual trip to Swansea by our Irish friends and the subsequent cancellation of the Autumn Run. This was something we had no control over.

The popularity of SHVR is undoubtedly it's desire to cater for all forms of historic vehicles, all are welcome and this is the success of SHVR. It's very important that we as a club help to preserve the motoring past.

It has been an honour to have been your Chairman for the past few years and have been very lucky to have headed such a hard working and totally committed group of people. Each and every one of those committee persons have contributed to the success of SHVR in one way or another. My sincere thanks to them all.

The continued growth of our club puts even greater pressures on all of us. So the answer is to share the workload, my business commitments this year continue to take priority, as was the case last year, hence, the reasons for my being absent from many events last year.

However help is at hand, we have a bevy of volunteers wishing to join the committee this year. Every member who is voted onto the committee shall have a specific job title and shall be totally responsible for that area. Also the members will have a point of contact. So lets look forward to 2000 and continue to prosper, and display our SHVR regalia with pride.

My sincere thanks to you all for your support during 1999.

On a cautionary note: As in previous years we must not forget that SHVR must be protected and looked after to make sure it stays in the forefront of motoring pleasure.

Happy and Safe Motoring through 2000

Mike Palmer

SHVR Chairman 1999.

Once there were twin brothers by the name of Jones. John was married and Joe was single. The single brother, Joe, was the proud owner of a dilapidated row boat. It happened that John Jones' wife died the same day that Joe's row boat filled with water and sunk.

A few days later, a kindly old lady met Joe and mistaking him for John said: "Oh, Mr Jones, I'm sorry to hear of your great loss. You must feel terrible."

Joe smiled and said: "Well, I'm not a bit sorry! She was rather old from the start. Her bottom was all chewed up, and she smelled of dead fish. Even the first time I got into her, she made water faster than anything I ever saw. She had a bad crack, and a pretty big hole in her front, and that hole got bigger every time I used her. It got so I could handle her, but if anyone else used her, she leaked like anything. But what finished her was four guys from the other side of town. They came down looking for a good time and asked if I would lend her to them. I warned them she wasn't so hot, but they could take a crack at her if they liked. Well, the result was the crazy fools tried to get inside her all at once, and it was too much for her. She cracked right up the middle."



Before he could finish, the old lady fainted.

# Petrol pangs

The Government couldn't stop leaded petrol sales, but now the petrol giants are having a go, says

**Malcolm McKay**

**W**HEN our Department of the Environment, Transport and the Regions finally issued permits for the continued, albeit limited, sale of leaded petrol last Christmas Eve, owners of cars with soft valve seats breathed a sigh of relief.

It was bound to take a while for petrol stations to go through the bureaucratic process — all have to be members of the Federation of British Historic Vehicle Clubs before they can supply leaded — but, by now, there should have been more than 100 stations selling the stuff. But they bargained without the selfish intransigence of the fuel giants.

Even independent petrol stations have a supply agreement with the company that delivers branded fuel. Now that leaded is available, most of it via independent distributor Bayford Thrust, hundreds of stations would like to sell it. But many have found that supply agreements forbid them to source petrol elsewhere — and suppliers will not allow them to buy leaded from Bayford Thrust.

Jonathan Turner of Bayford Thrust says: "Jet has been most co-operative, and so has Thames Petroleum." He declines to name the unhelpful ones, but a trawl of would-be suppliers identifies Murco, BP and Total as guilty parties. Nearly 200 petrol stations that want to sell leaded are being told they cannot. Morrisons said it would make leaded available at its Chingford, Essex and Erith, Kent, supermarkets. Erith would have been the only source of leaded in the South East, but Morrisons is presently in dispute with its supplier, Texaco.

**Britain: the mug of Europe?**



**Why go back to Leaded?**

LEADED petrol is the only fuel made to a British Standard that protects soft valve seats. LRP and bottled additives offer some protection, but hard use, motorway driving and towing will still cause excessive wear without lead protection. Getting hardened valve seat inserts fitted is only cost-effective if the engine is being rebuilt — and even then it can lead to serious damage if

the inserts drop out in use, or cause the head to crack when they are fitted. Leaded fuel is available now (unless the petrol giants have refused it — phone before you visit) at the following stations. More will be getting it in the next few weeks, once they've emptied their tanks of LRP; check websites [www.come.to/Motordata](http://www.come.to/Motordata) or [www.bayfordthrust.co.uk](http://www.bayfordthrust.co.uk) for info.

## **BEDFORDSHIRE:**

Chalk Hill Garage, A5 Watling Street, North Dunstable LU6 1Rs (01582 476868)

## **CLEVELAND:**

Jet Service Station, Chandlers Wharfe, Stockton-on-Tees TS18 3BA (01642 671686)  
Jet Service Station, Urray Nook Road, Eaglescliffe TS16 0LY (01642 783365)

## **CORNWALL:**

Imperial Motors, Pellyn Cross, Ponsanooth TR3 7JE (01872 863353)  
Hessenford Garage, A387 Hessenford, Torpoint PL11 3HU (01503 240319)

Vincent's Tractors, Penhale, Fraddon St Columb TR9 6NA (01726 860332)

## **COUNTY DURHAM:**

Jet Service Station, Greenfield Way, Newton Aycliffe DL5 7LE (01325 320649)

## **DERBYSHIRE:**

Fountain Garage, Derby Road, Whatstandwell, Matlock DE4 5HH (01773 852479)

## **DEVON:**

Barn Cross Garage, Little

Torrington, near Bideford EX38 8PR (01805 622304)  
Connect Garages Ltd, Old Tiverton Road, Exeter EX4 6LG (01392 277400)  
Stopgate Service Station, Yacombe, Honiton EX14 9NB (01404 861376)  
Watcombe Service Station, Teignmouth Road, Torquay TQ1 4SW (01803 311514)

## **ESSEX:**

Chestnut Garage, Crays Hill, Billericay CM11 2YA (01268 521948)

## **GLOUCESTERSHIRE:**

Berkeley Heath Motors, A38 Berkeley Heath, Dursley GL13 9ET (01453 511500)

## **HAMPSHIRE:**

Beaulieu Garage, Beaulieu, Lymington SO42 7YE (01590 612999)

## **LEICESTERSHIRE:**

R E Mills, 34-36 Town Green Street, Rothley, Leicester LE7 7NU (0116 230 2295)

## **LINCOLNSHIRE:**

Whaplode Service Station,

High Road, Whaplode, Spalding PE12 6JJ (01406 371919)

## **LONDON:**

Holland Road Service Station, 2 Holland Road, Kensington W14 8BA (020 7610 5100)

## **SOMERSET:**

BWOC (Lympsham) Ltd, Bridgewater Road, Lympsham BS24 0BN (01934 815062)  
Carnel Cross Motors, A303, Yeovil BA22 7RA (01935 850318)  
Piccadilly Service Station, A38 Chelston, Wellington TA21 9HY (01823 662148)  
Torview Garage, Edgarley, Glastonbury BA6 8LE (01458 833800)

## **TYNE & WEAR:**

Thrust Ryhope, Ryhope Road, Ryhope, Sunderland SR2 9SX (0191 567 3916)

## **WARWICKSHIRE:**

Popes Service Station, Rugby Road, Binley Woods, Coventry CV3 2AY (01203 542505)  
Campden Road Services, Lower Quinton, Stratford-on-Avon CV37 8LJ (01789 720313)

## **WEST MIDLANDS:**

Broomfield Garage, 232

Oldbury Road, Rowley Regis, Warley B65 0QG (0121 559 1217)

## **WILTSHIRE:**

Grays of Sherston, 5 Church Street, Sherston, Malmesbury SN16 0LR (01666 840302)

## **YORKSHIRE NORTH:**

Thrust Coastways, Malton Road (A64), Flaxton YO6 7SE (01904 468503)  
Chromemetal Ltd, Ripon Road, New Park, Harrogate HG1 3HU (01423 503240)  
Le Mans 24 Hour, Leeman Road, York YO26 4XH (01904 642244)

## **YORKSHIRE WEST:**

Thrust Shipley, Otley Road, Charlestown, Shipley BD1 7NN (01274 582283)  
Thrust Harewood, Leeds Road, Harewood, Leeds LS17 9LN (0113 288 6378)  
Thrust Burley Road, Leeds LS3 1NE (0113 245 0785)  
Thrust Elland, Victoria Road, Elland HX5 0PU (01422 372128)  
Thrust Swillington, 35 Wakefield Road, Swillington, Leeds LS26 8DT (0113 232 0995)

**Wales - Haverfordwest Service Station, Cartley Rd., Haverfordwest. SA61 2LH. Tel: 01437 762222.**

# Land Rover's trip down memory lane

By David Roberts

**W**HEN the Land Rover pictured alongside in all its evergreen glory first took to the roads around South Wales more than half-a-century ago road tax was just £10 and the price of fuel was so cheap it would bring tears to your eyes!

It has clocked up a great many miles since then and had a succession of owners, but now, fully restored to its original condition it is taking its current owner on a journey into the past.

John Rhead, of Bromsgrove, Worcestershire became the owner of the vehicle together with much of its history in early 1998.

John who works for the Severn Trent Water Authority has completed the task of restoring the vehicle to as near its original condition as possible and is now desperately seeking the final and elusive piece to the jigsaw that tells the life story of the Land Rover.

And he believes Courier readers may well hold the key to solving the mystery.

"The vehicle was bought from Morsmith Motors Ltd., Swansea on September 12, 1949 by Frank Arnold Hurst whose address was given on the tax application form as Brynglas, Bryncoch, Neath," said John.

"The interesting thing about the vehicle is that is a very early example of the original 80-inch wheelbase Land Rover.

"It is quite likely it is one of the first such vehicles ever to take to the road in and around the Swansea area.

"I know nothing more about the vehicle's history at that time other than these facts.

"The vehicle was purchased in 1965, by a Mr Hodnet, of Oswestry and eventually came into the Rhead family in 1973.

"It was only after he had bought it that my brother realised just how bad the vehicle's condition was.

"He stripped her to the chassis, bought a quantity of unused ex-War Department parts to set about restoring her and then lost interest.

"The charms of his girlfriend, now his wife, proved more interesting than those often became affectionately known was then left to languish in the corner of my father's tractor house. For 10 years she gathered dust and insults.

"In 1984 her fortunes changed and she was rebuilt by my father Frank Rhead and a friend to original condition.

"The old lady has been with me since early 1998 during which time she has been re-loomed and attended rallies as far apart as Bromyard in Herefordshire and Astle Park in Cheshire and on those occasions she has always drawn many admiring glances."

Frank was passing through the area one day recently when he called at the South Wales Evening Post where, by chance, he was put in touch with me.

I was only too happy to help John in his quest for information and promptly set about generating a story for the paper.

Fellow Land Rover enthusiasts among the extensive SHVR membership might well be able to help John solve the mystery.

He would be pleased to receive any information on the vehicle and his contact details are as follows: Tel: office: 0121 7224374; Fax: 0121 7224228. His address is 15 Dawson Road, Bromsgrove, B61 7JF.

If you have any news on the vehicle or its previous owners why not let the magazine editor know too?

There is of course an interesting aside here. There cannot be many things that are now cheaper than they were in 1949 when John Rhead's trusty and enduring Land Rover first took to the



Didn't she scrub up well? John Rhead's pride and joy — Land Rover GCY 104. Can anyone help him in his quest?

streets of Swansea. Except perhaps one: The grand old lady now of course qualifies as a tax exempt vehicle and therefore rides free on our highways and bye-ways!

Morsmith Motors is another name from the past as far as Swansea's motor dealers are concerned.

They operated from a number of addresses but at one time had a showroom just in from the Castle Cinema — or should we say Swansea Lazerdome.!

## Now you can travel back in time too!

Talking of historical quests and the like, I know that this is the time of year when the intrepid David Roberts sets off on what has become an annual quest to bring us tales galore from people who remember the days when many of our vehicles rolled the road.

I refer of course to South Wales' very own Time Travels the super 28-page magazine produced by the South Wales Evening Post.

David is currently seeking words and pictures on anything and everything to do with transport from days gone by.

Let's make sure we get word of some of your livelier tales to him to give SHVR a presence in the publication. Let's help him too track down the kind of reminiscences we like to hear and old pictures we like to look at. You can contact David either through myself or on 01792 514630

Time Travels is published to coincide with our Singleton Show in May— Ed!

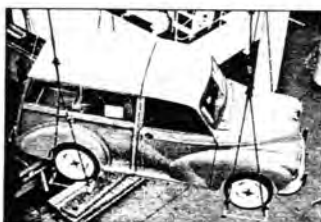
# Key Feature

## morris minor overseas



In a production run which spanned twenty two years in Britain the humble Morris Minor attracted many admirers. The whole range of vehicles, saloons, travellers, tourers and convertibles as well as the durable light commercial vans and pick ups all proved their worth and it is a real testimony to the original design features that so many have survived and remain part of the motoring scene today.

This fact holds good, albeit to a lesser extent in such far flung places as Australia, New Zealand, Sri Lanka, India, Malta, South Africa, United States of America, Canada, Denmark, Switzerland and Ireland. The marketing departments of Morris Motors Ltd and the Nuffield Organisation would no



doubt put this down to their efforts in promoting the Morris Minor as the World's Supreme Small Car. Certainly they could claim some of the credit. In the immediate post war era upwards of 80% of all

Morris Minors produced went for export. Indeed when the new four door saloon model was introduced in 1950 it was available solely for export for a time. While this had the desired effect of generating much needed foreign revenue and assisted in the rebuilding of the British Motor manufacturing industry in the post war years it also laid the foundations for the expansion of Morris Minor production outside of the United Kingdom and for an expansion of dealer networks worldwide.

At thriving quaysides Morris Minors could be seen swinging precariously as they were loaded on board ships bound for an ever increasing number of destinations. Eager salesmen awaited their arrival and such was the demand in the early years that extra production lines had to be built at the Cowley plant in Oxfordshire, England. It is perhaps not too surprising

then to find that Morris Minors were assembled overseas as well. In a fascinating manner the component parts were despatched in what was known in the trade as C.K.D - Completely Knocked Down - in other words in kit form. Once the components all arrived at the assembly plant the task of putting the cars together began. Not all of the components were sent from Britain though. In an effort to maximise the use of local components and to save on production costs, items such as glass, tyres, paint and electrical equipment were sourced from suppliers better placed to serve the needs of local assembly plants. The wisdom of such a decision is all more obvious when one realises that the estimated number of separate components in a Morris Minor two door saloon numbers 19,587.

Assembly plants were established in a number of countries. The most notable ones were G.A Britain in Dublin who had the distinction of receiving the first batch of C.K.D Morris Minors in 1948, the Dutch company Molenaar who produced Morris Minors at their plant at Amersfoort until 1966, the Danish company DOMI (Dansk Oversoisk Motor Industri) who produced their own specially extended version of the Morris Minor van, the Australian plant in New South Wales where production complemented the sizeable import quota and the Dominions Motor in Auckland, New Zealand where the very last Morris Minors were produced. This plant continued in operation for a further two years after the last vehicles were produced in Britain.

In many ways the Morris Minor lived up to its billing as the World's Supreme Small car during the years it was being built in different locations around the world and somehow it seems fitting that enthusiasts with an affection for the cars continue to work hard to see them preserved.





## SWANSEA MOTORIST'S CASE

### A DOG THE CAUSE OF AN ACCIDENT

At Swansea County Court on Saturday (before his Honour Judge Gwilym Williams) a case of great interest to cyclists, especially those that have been troubled by dogs whilst riding, was heard, when Mr R. E. Gold, of Lansdowne House, Mumbles, brought an action against Mr. D. L. Owen, St. Helen's-road, to recover £10 15s in respect of damages to his motorcycle sustained through a fall alleged to have been caused by an attack of the defendant's dog. Mr. D. Villiers Meager (instructed by Messrs. Viner Leader and Morris) appeared for the plaintiff, and Mr. Lleufer Thomas (instructed by Mr. E. Harris) defended.

Mr. D. Villiers Meager said the plaintiff's motorcycle was injured by reason of an attack on it by the defendant's dog, on Saturday, February 22. The dog rushed at Mr. Gold, who tried to protect himself by kicking out, with the result that the motor cycle was upset and so damaged that its repairs cost £10 15s.

The plaintiff, in the course of evidence corroborating this statement, said that the dog, which was a black one with a white breast, attacked him on the Mumbles-road near the recreation ground. He had been bitten three times before by other dogs, was naturally afraid of the same thing happening again. He had kicked off at least six dogs since Christmas. In attempting to do so on this occasion he lost his balance for the first time in 25 years.

Defendant in the box said he was the owner of the dog, but denied

that his canine pet was of a savage disposition, and said he had endeavoured to keep it locked up.

His Honour, in giving judgement for the plaintiff for the amount claimed, with costs, said "How people will stick to these mongrels of theirs after they have been warned that they will get into trouble I cannot conceive."

Mr. Lleufer Thomas: My surprise is that people should go in for motorcycles.

*Weekly Mail, June 28 1902.*

Mr. R. E. (Reginald Earnest) Gold was the great-grandfather of Celia Turner and was a member of the Welsh Automobile Club from the beginning to the end. On 1<sup>st</sup> January 1904 he had a Clement Garrard motorcycle, registered CY 56. He kept until 23<sup>rd</sup> June 1908.

ooO-Ooo

## THE MYSTERY OF THE HANSOM CAB

### THE PRESSMAN'S DISAPPOINTMENT

One day towards the end of last week the writer observed a small number of boys and girls congregated round the doors of Mr. A. Pressdee's livery stables in Castleton. They were all gazing at something in such a curious fashion as to cause the Pressman to believe he was on the track of another Mumbles mystery – there are always mysteries nowadays. So with visions of yards and yards of good "copy" he hastened to the spot to find the object of the juvenile's intense interest – a smart but substantial looking hansom cab! There was no mystery or unreality about this, and the disappointed reporter continued his wanderings, in search of him who makes the sweeping assertion that Mumbles people are not enterprising, when the man still lives who introduced the first hansom into Mumbles.

*Mumbles Weekly and Gower News – Friday  
October 7 1904.*

**MJE**

# When Veterans went racing



**David Burgess-Wise explains the presence of Veteran cars at a Brooklands reunion earlier this year.**



DAVID BURGESS-WISE

August this year marked the 60th anniversary of the final race at Brooklands, the world's first purpose-built motor racing circuit, which had opened at Weybridge, Surrey, in 1907. To commemorate the event, the Brooklands Society invited surviving cars that had raced at the last meeting to its annual Reunion on 1 August this year. Amazingly, eight of the cars that came to that diamond jubilee reunion were Brighton Run veterans, for two of the races held in that final meeting in 1939 were special events for pre-1905 cars.

The connection between Brooklands and veteran cars is not as bizarre as it seems: quite a few famous racing drivers of the day either owned veteran cars or, like Sir Malcolm Campbell and Prince Bira of Siam, took part in the annual Brighton run at the wheel of borrowed veterans. R. G. J. Nash – who raced a rapid Frazer

Nash aptly named "Terror" at the track – even ran the grandly-named International Horseless Carriage Corporation out of one of the sheds on the Brooklands infield during the 1930s. This company's services included the supply of "horseless carriages, early bicycles and aeroplanes 1865-1914... for films, theatres, advertising, photography and showrooms".

On the other side of the track, C. S. Burney of the Brooklands Aero Club kept an early Benz which he had saved from burial in Plymouth and found driving it a "real thrill and a pleasure".

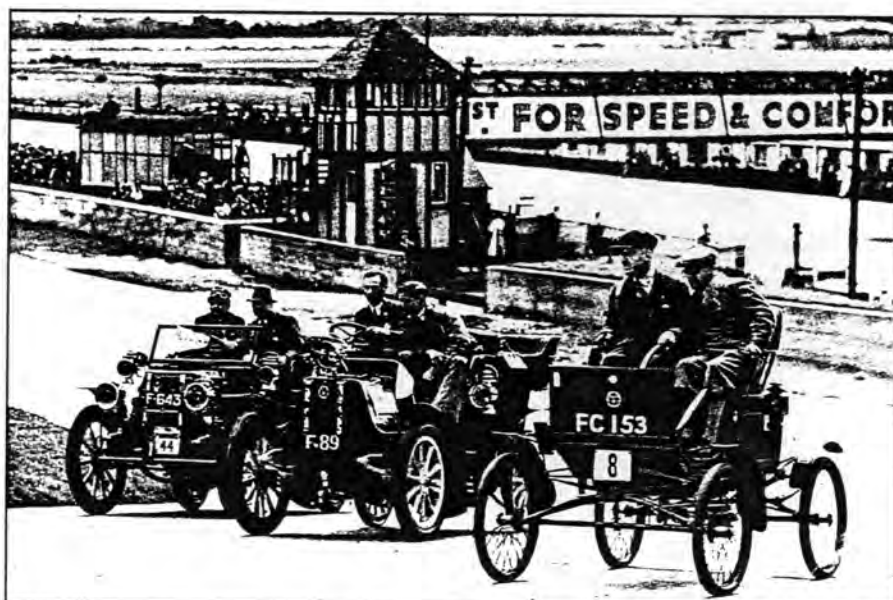
The indomitable Sammy Davis, Sports Editor of the weekly magazine *Autocar* and co-driver of the winning Bentley at Le Mans in 1927, found a derelict 1897

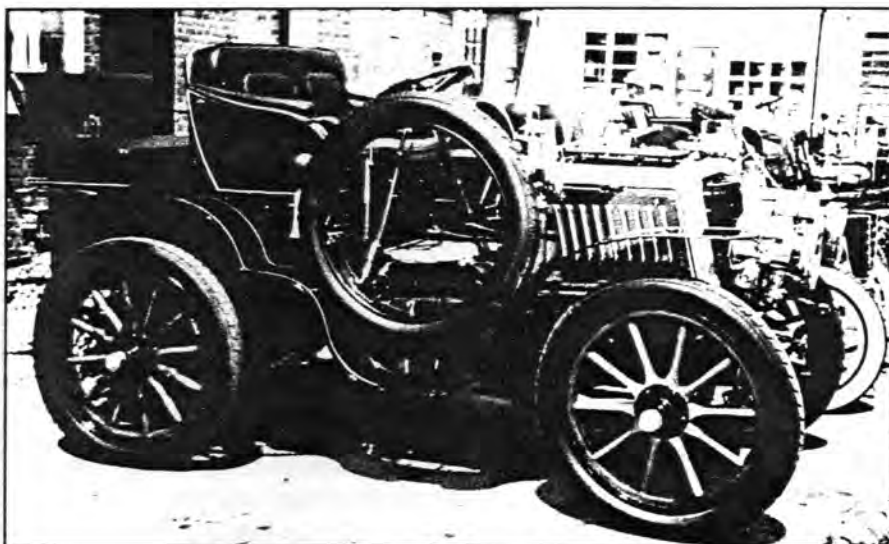
Léon Bollée three-wheeled voiturette in a farmyard near that famous French city in 1928 and bought it for 300 francs. Sammy, one of the best-known Brooklands characters both as reporter and competitor, spent two years restoring the Léon Bollée, named it Beelzebub, and entered it for the very first veteran car race at Brooklands. This was organised jointly by the Brooklands Automobile Racing Club

**TOP RIGHT** The elegant 1902 Benz Tonneau.

**RIGHT** Brooklands final Veteran meeting, held in August 1939, featured (left to right) the Panhard & Levassor of John Swift, MMC of Francis Hutton-Stott and Major Allen's Stanley.

**BELOW** 1899 Begot & Mazurie parked alongside a 1903 Achilles de Dion.





**LEFT** 'Zeppy', Brian Moore's 1902 Panhard & Levassor 16hp, was awarded 'Best Veteran' at this year's reunion.

Conscious of the track's heritage, the Brooklands Society awards a prize each year for the best veteran present at the reunion, and on this very special occasion it went to Brian Moore's 1902 16hp Panhard & Levassor. It acquired the nickname 'Zeppy' because during the Great War, its owners children had thought its engine note resembled that of the dreaded German Zeppelin airships in nocturnal bombing raids over Britain. •

*The Brooklands Society, Rudgelaads, 4 Blackstone Hill, Redhill, Surrey RN1 6BE, was founded in 1967 and exists to preserve and enjoy Brooklands Track, Brooklands Museum and the surviving Brooklands cars and aircraft.*

and the *Daily Sketch*, the newspaper that had sponsored the very first modern Brighton Run in 1927.

Described as "the tit-bit of the afternoon", the veteran car race closed the day's sport, with hillclimb specialist Basil Davenport romping home to win in his 1899 Progress voiturette, closely followed by an 1899 Vipen which had been found buried at the foot of Hindhead in Surrey. Sammy Davis, who only a few minutes earlier had come third in the August Mountain Speed Handicap in a supercharged Lea-Francis, also took third place in the veterans' race with his Léon Bollée.

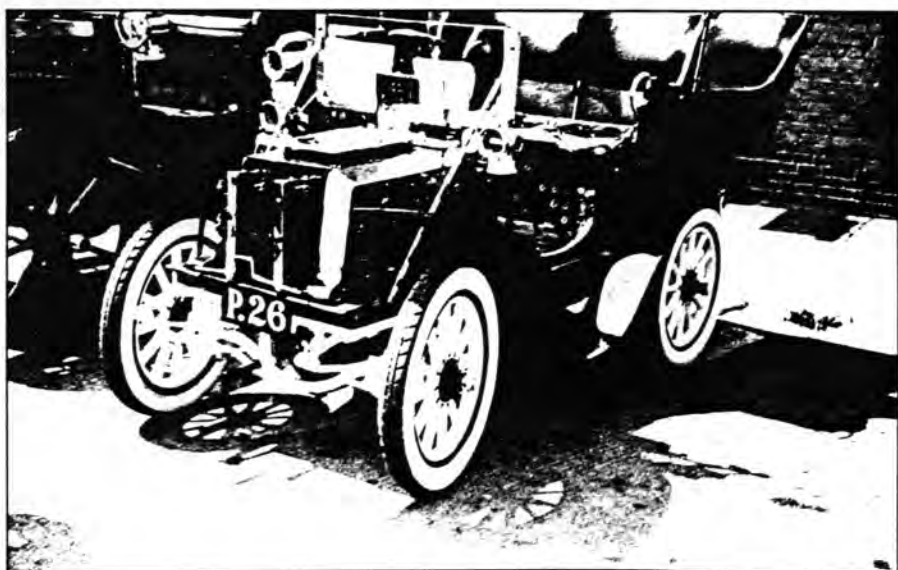
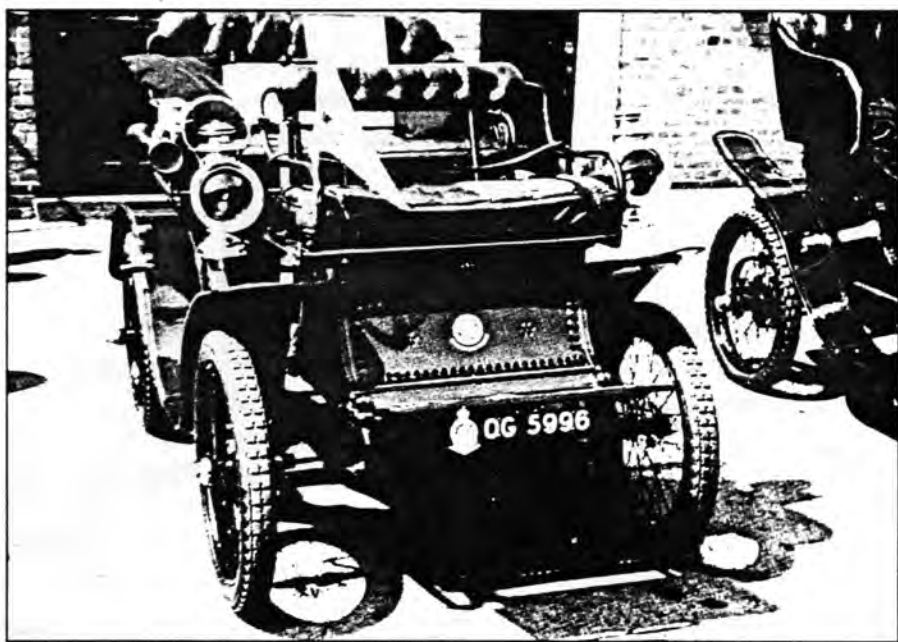
A few weeks later, Beelzebub took part in its first Brighton Run, at the end of which Sammy and two friends – Jackie Masters and John Wylie – sat down over a well-deserved pint in Brighton's Ship Hotel and founded the Veteran Car Club, the world's very first organisation for owners of historic vehicles.

The next year, the veterans race was again a feature of the August Brooklands meeting, and attracted 32 entries, which "covered themselves with glory... and brought the day to a bright close". There was another veterans race in 1932, but then came a gap until 1939, when two veterans races enlivened the final meeting.

Sixty years later, eight of those racing veterans came back to Brooklands, three of them – an 1899 Begot & Mazurie, 1902 Benz Tonneau and a 1902 Dennis Tonneau – driven by the sons of the original entrants. There was a winner among them, too, a 1903 Achilles De Dion which had won the second veterans race on that fateful afternoon in August 1939.

**BELOW** 1901 De Dion-Bouton, a reunion attendee.

**BOTTOM** This 1902 Dennis Tonneau, which took part in Brooklands' last veteran race in 1939, was back this August driven by the son of its original driver.



# SHVR Events Diary

## February

**Sun 27th** SHVR SUNDAY RUN  
Robin Jones 01792 419780

## March

**Wed 8th** **Deadline for March Magazine**

**Mon 20th** CLUBNIGHT

**Sun 26th** SHVR SUNDAY RUN  
Christine Broughton 01269 870293

**Sun 26th** Classic Motor Cycle Show.  
Three Counties Show Ground, Malvern, Worcs.  
contact - 01484 660622

## April

**Wed 5th** **Deadline for April Magazine**

**Mon 17th** CLUBNIGHT

**Wed 26th** SHVR EVENING RUN  
Christine Broughton 01269 870293

**Sun 23rd** P.V.A.M.&C.C.C. Millenium Run (to St. Fagans)  
Contact - Richard 01792 894141

## May

TBA Abergavenny Steam Show.

**Mon 1st** S.H.V.R. VINTAGE CAR FAYRE.

**5th - 7th** SHVR Kinsale Vintage and Classic International Rally.

**Sun 7th** Green Meadow Show (Newport)  
Marion Davies 01633 482780

**Mon 15th** CLUBNIGHT

**Wed 24th** SHVR EVENING RUN  
Christine Broughton 01269 870293

**Mon 29th** Cardigan Vintage Show

## June

**Sun 4th** Margam Park - Ford RSO Club.  
Julie - 01792 321387

**17th & 18th** Swansea Festival of Transport - Run & Show.  
Entry forms from - A. Lovering, 5, Clos Cynan,  
Killay, Swansea.

**17th & 18th** Le Mans  
Steve Mitchell - 01558 650620

**Mon 19th** CLUBNIGHT

**Sun 25th** SHVR CASTLES RUN

**Sun 25th** Rhondda Heritage park  
Brian Veale - 01639 768873

**Wed 28th** SHVR EVENING RUN  
Christine Broughton 01269 870293

## July

TBA Evening Post Motor Show

TBA Scolton Manor

TBA Mallow

**Sat 8th** Neath Carnival - Skewen M.C.  
Dean - 01792 812235

**Mon 17th** CLUBNIGHT

**Wed 26th** SHVR EVENING RUN  
Christine Broughton 01269 870293

## August

TBA Three Cocks Vintage Show

TBA Orllwyn Teifi Vintage Show  
Landysul. Contact - Dereck Davies 01559  
370885.

TBA SHVR ABERTAWE TOUR

**Sun 20th** Gnoll Park, Neath - Skewen M.C.  
Dean - 01792 812235

**Mon 21st** CLUBNIGHT

**Wed 30th** SHVR EVENING RUN  
Christine Broughton 01269 870293

## September

TBA Beaulieu Autojumble

**Sun 10th** PVAM & CCC's Sioe Y Ddraig Goch,  
Heritage in Motion Spectacular. Entry Forms  
from Sue Surridge - 01639 822049

**16th-30th** Loire Valley Tour  
Steve Mitchell - 01558 650620

**Sun 17th** 21st Vintage and Specialist Rally.  
Tredeger House, Newport. Forms from  
R. Wood, 18, Oakland Park, Rhiwderin,  
Newport, Gwent.

**Mon 18th** CLUBNIGHT

**26th** Beacons Run - MG Owners Club.  
Robin Jones 01792 419780

**Wed 27th** SHVR EVENING RUN  
Christine Broughton 01269 870293

## October

TBA Malvern, Three Counties Showground.

**13th - 15th** SHVR AUTUMN RUN

**Mon 16th** CLUBNIGHT

**Sun 22nd** SHVR SUNDAY RUN  
Christine Broughton 01269 870293

## November

**Mon 20th** CLUBNIGHT

**Sun 26th** SHVR SUNDAY RUN  
Christine Broughton 01269 870293

## December

**Mon 18th** CLUBNIGHT

**Sun 24th?** SHVR SUNDAY RUN  
Christine Broughton 01269 870293

*If you wish to add to or correct the details of any of the events listed, Please contact Jan Thomas on 01792 418437.*

## *Sunday Run*

27th February 2000

This month's Sunday Run is being organised by Robin Jones, he will be taking us on a 40 mile road run ending with a traditional Sunday lunch at the Old Inn, Penlleger. The run will start from Pont Abraham Service Station on the M4 at 10.45am. Anyone that would like to join us can contact Robin on 01792 419780.

## *SHORclubnight*

Monday 20th March 2000

Jan Glinternick in her new post as clubnight co-ordinator, has arranged for a representative from Autogreen 2000 to talk to us about LPG. He hopes to help explode a few of the myths surrounding LPG conversion and dual-fuel cars.

Jan would also like to hear from anyone who has any suggestions for speakers or events for future clubnights. You can call Jan with your ideas on 01792 411099.

## **KINSALE 2000**

4th - 8th May 2000

This year the rally will remain in and around Kinsale. We have been assured of an excellent program of events by our Irish friends, which I'm sure will include the usual amount of overindulgence and debauchery. As usual, we will be travelling to the Emerald Isle by two routes, those who like to start the party early will be taking the the Swansea - Cork Ferry, those of us with weaker sea legs will travel from Fishguard to Rosslaire.

As always the hotel is booked up fairly quickly, so get in touch with Mike Palmer on 01792 203638 or Ray Kethburn-Thomas on 01792 418437 as soon as possible.

## **Magazine Deadline**

We are always happy to receive articles, information and ads from club members, but unfortunately, they are arriving closer and closer to the printers deadline. So to enable me to put together a good magazine, on time, I need you to continue to send the excellent contributions we receive, but please could you send it at least 12 days before clubnight.

I will include the deadline for each magazine in the events diary, and I will do my best to include any late copy, but it won't always be possible.

You can contact me on 01792 418437, or write to me at 145, Duvant Road, Duvant, Swansea. SA2 7SJ, or for the technologically minded among you my Email address is [rcthomas@clara.net](mailto:rcthomas@clara.net)

Thanks, Jan.

## **Loire Valley Tour**

September 2000



Following the success of the Brittany Tour in September 1998, we have decided to arrange another trip for September 2000, this time to the Loire Valley in France. As before this will be a self catering holiday and if it is the same as last time, it should be great fun. The most significant expense is the ferry crossing, so we have decided this time to go for two weeks from the 16th of September, since the additional cost for the extra week is not significant. We have booked two large apartments, each with five bedrooms in a self contained complex, including its own swimming pool for those who need that extra sting in the morning to get going. The apartments are in Sazeray which is about 50 Km south east of Chateauroux. We will be the only holidaymakers in the complex. As always we have ensured that there is safe parking for the cars.

For more details, please ring Steve Mitchell on 01558 650620, or Debbie Foley at Tenby Travel, on 01834 843214.

## *Le Mans 24 Hour Race*

17th/18th June 2000

As we get older, the list of things we always wanted to do gets longer and the necessary funds always seem to get shorter. The Le Mans 24 hour race has always been high on my list, so this year we have decided to go for it. There is already a small group of members who have expressed an interest so now we have got all the ticket information and prices. If you would like to drive your classic over to take a quick spin down the Mulsanne Straight, please give either myself, Steve Mitchell, on 01558 650620 or Mike Jones on 01792 362281 a ring or let us know on clubnight.

# The Lead-Free Question - Part 1

by John Rowland

*This article was sent in by Harold Wilson, it has been taken from the Daimler magazine, although it was originally published in 1998 by the Morgan Three-Wheeler Club, of which John Rowland is a member. John is a Development Chemist (Automotive) at the Silkolene Oil Refinery so is well qualified to offer advice on the subject.*

**The old vehicle movement is up in arms at the moment, for fear that leaded petrol may soon be unavailable. In my opinion the problems associated with the phasing out of 4-star have been exaggerated. No engine will be at risk if a few simple precautions are observed and some obvious pitfalls are avoided. I shall attempt to justify this view: but first, in the interest of greater understanding, lets look at some.....**

## HISTORY

The United States Navy started it all, back in the 20's. Their ships did not run on gasolene, of course, but their aircraft did, and in those days before the invention of the steam catapult it was important for a flying machine to be airborne before it reached the end of the aircraft carrier. What they needed was more power, and one effective route to more powerful engines without weight or consumption penalties was a higher compression ratio. But this caused detonation, or pre-ignition, which actually reduced power and damaged the engines.

So the USN decided to look at the ignition quality of their fuel. In modern terms the aviation fuel of the 20's was about 75 octane, but at that time nobody had heard of octane ratings. They eventually tried a dash of a clear, heavy liquid (it looks like dry cleaning fluid) called tetra ethyl lead and known as TEL for short. This allowed much higher compression ratios, such that (with some essential modifications) the power of those air cooled radials went from 450bhp to 600 or more.

**Essential Modifications:** it sounds rather ominous, doesn't it? Quite right. When TEL had done the trick of delaying premature explosion of the air-fuel mixture, the leftovers were rather nasty. This was all because of ....

## Chemistry

How does TEL prevent detonation? The best theory so far depends on the 'mirror effect' of lead oxide. When an unleaded fuel burns, a flame front is supposed to advance outwards from the spark plug in a fairly orderly fashion. Unfortunately

the heat radiating into the unburnt mixture can raise its temperature enough to initiate sudden detonation, thereby creating an explosive shock wave that hammers against the piston - hence the all-too-familiar 'pinking' noise. If the fuel contains some TEL, however, this decomposes at the flame front to leave a fog of lead oxide dust, which reflects back into the burnt gas. Consequently the engine can now tolerate high compression ratios, which create high gas temperatures just before ignition takes place.

So far, so good. But what happens to all this lead oxide? A lot of it departs through the exhaust, and corrodes the exhaust valve on the way out. Some of it remains in the combustion chamber, forming an orange-brown stoney deposit which masks the inlet valve and acts as a 'glowplug' - which causes pre-ignition and running on. Even worse, some unwanted metallic lead is also formed, which tries to alloy itself with any hot metal it can find. In the early days it also dissolved the mica insulation on 1920's spark-plugs. Neither metallic lead or any other metal raises octane numbers or stops pre-ignition, and this gives rise to miscellaneous silly ideas involving lead shot in the fuel tank or tin pellets in the fuel line.

However the Holy Grail of greater efficiency was so attractive that the chemists persevered with TEL, and dealt with the side effects as best they could. Their first move was to use a chemical eliminator to sweep the lead oxide and metallic lead out of the combustion chambers in a less corrosive form. Soluble bromine compounds worked very well (chlorinated ones were less effective, but cheaper) and one of these ethylene dibromide - a volatile liquid that was once employed as an anaesthetic - was added to the petrol along with TEL. After lead oxide had done its radiation-reflecting job, it reacted with the dibromide to form a white crystalline salt, lead bromide. This melted at a relatively low 370 degrees C (much lower than the 900 C of the common form of lead oxide) so on the exhaust stroke it was blown out of the combustion chambers as a white vapour. And guess what? This liquid salt, as it departed behaved as a lubricant and virtually eliminated valve-seat wear. Now that had been a bonus which nobody had expected!

The cheaper chloride eliminators, still used today along with the bromide type, are not quite so good because lead chloride melts at 500 C and can accumulate in a cool running engine.

This, back in the days of high lead fuel, was why a good motorway thrash would often rejuvenate an engine that had been used for pottering to the shops. It was all a matter of melting off the lead bromide/chloride salts!

Bromide/chloride mixtures are sometimes referred to as lead halides. In the old pre-1986 days of high lead 4-star the white coating in the exhaust tailpipe after the afore mentioned thrash was due to these halides. Are you interested in old piston engined aircraft? The immaculate Spitfires and Mustangs seen at air shows are cleaned far too often, but should you happen to see any original colour photographs of operational wartime planes, you will notice creamy-white streaks trailing back from the exhaust stubs: this is lead halide. In those days 'Avgas' (aviation gasolene) was crammed with TEL to the tune of several grams per gallon, and consequently massive doses of bromide and chloride were needed to get rid of it. On a sortie to Berlin, a single Merlin engine would pump out several pounds of lead halides. Yes, it was almost chemical warfare!

The 1991 VSCC paper on valve-seat recession (recently re-issued by the FBHVC) stated that lead oxide and lead sulphate are responsible for preventing valve-seat recession, but this is not entirely correct - in fact the copious amounts of lead halide vapour released by burning petrol do the lion's share of that job.

I must stop here and digress for a moment. You the reader having ploughed through all this stuff about lead bromide, now belong to an elite! For every million drivers who know about lead in fuel, perhaps a thousand know about tetra ethyl lead or the similar tetra methyl lead. Perhaps four or five out of that thousand know that it emerges from the engine as lead halides. Prominent among the 995 that do not know are all those media mega-mouths who are fond of sounding out about lead in the environment. There is virtually no lead in the environment that originates from petrol - only lead salts. I am not splitting hairs: the two things are very definitely not the same.

Crucially, these lead salts are water soluble, and are therefore much less harmful environmentally than pure lead. Lead halides are poisonous, it is true, and the reduction in their emission levels is a good thing, but it is also true that all but a tiny fraction of those lead salts scattered over Europe in the last sixty years have now been washed into the

sea. If large amounts of metallic lead or lead oxide had been involved, they would still be sitting there in the soil and water, working their way into the food chain just as the lead from old plumbing and shotgun pellet does now. It is worth remembering that the lead pellet from anglers' lines have killed hundreds of swans on Britain's rivers; I doubt whether the residues from petrol have killed a single one!

### Metallurgy

To get back to the subject: The use of lead oxide eliminators did not solve all the problems, but the chemists had done their bit. The rest was up to the metallurgy.

From 1930 onwards, metallurgists concentrated on valves rather than valve seats, and all because of TEL. Of course, valve seat inserts were used in OHV engines with aluminium heads, but they were not necessarily hardened. Valves of low alloy steels (and especially exhaust valves) corroded badly, such that an engine could die after only a few hours of high speed use on leaded (or 'ethylised') fuel. Even so, run of the mill engines were produced with nonresistant valves well into the 1940's, in spite of the fact that leaded fuels such as Pratt's Ethyl were available from a surprisingly early date. (According to the VSCC's excellent 1991 report on valve seat recession, leaded petrol first appeared in the UK in 1927.) The first reference to the use of leaded petrol in Morgan 3-wheelers appears in that invaluable little book published by Maskell for Morgans Ltd in the late 1930's. It makes the following recommendation for the special high compression Matchless MX2 and MX4 engines fitted with 7.5:1 pistons:

*Suitable fuel should be used for this ratio, i.e. 50% Benzole and 50% No.1 petrol Ethylised fuels will suffice, provided prolonged high speeds are not required.*

So lead free fuel was actually recommended for high speed use very much the opposite of current practice. I think it was the lesser of two evils: the

'ethylised fuel may have protected the valve seats, but it would have rotted the exhaust valves, which were probably made of low alloy chromium/silicon steel. On the other hand the lead free 'racing mix' (probably about 90 octane) would have looked after the valves when they were red hot under full power, even though the valve seats may have suffered.

In practice, of course, there was little opportunity then for 'prolonged high speeds', especially as the only motorway then was a closed loop outside Weybridge! Also it is essential to realise nobody expected valves or anything else to last for years. The same booklet suggests decarbonising at 2000 mile intervals, and valve re-grinding every 4000 miles. Most owners were quite happy to see only 20,000 miles on the clock before the engine was scrapped or rebuilt from top to bottom, so valve seat recession did not really get a chance to become a problem. It is certainly not a problem that just appeared: it has more to do with motorist's expectations of engine life, and attitude towards servicing. The VSCC report showed that nearly eighty years ago American engineers were well aware of valve seat recession and the reasons for it. The USA ran into trouble first because their engines did get used for prolonged high speeds. That was the root of the problem, as Mr. Maskell also realised. The modern engine hangs together for 100,000 miles with no major servicing, and is the result of years of design effort and research into metals, oils and lubricants. Unfortunately the driver of a modern car who compensates for it's yawn inducing blandness by owning a vintage or classic machine tends to expect the same life from an old technology engine. This not being fair to the old machinery, although modern spares made from materials of better quality, allied to modern lubricants, give much more life and reliability than prewar drivers could ever expect.

When anyone utters the dreaded cliché,

'They don't make 'em like they used to do' over my Matchless engined Morgan, I always reply, 'No, they wouldn't dare!' The fact is, old engines wear out rather rapidly, and even major components such as blocks and crankcases eventually have to be replaced. It is no good blaming everything on the government or the petrol companies for withdrawing leaded petrol!

Back in the 1930's, metallurgists were sowing the seeds that produced the modern engine by much improving the valve life, even where leaded fuel was used. British aero engines in WW2 used the famous Jessops KE965, a reliable chromium/nickel non-magnetic stainless steel, capable of resisting the very high lead levels needed to produce octane ratings as high as 130. Its present day equivalent is 21-4N and derivatives, and is used for inlets and exhausts in almost all petrol engines. Earlier engines, even into the 1970's, usually had the cheaper Silchrome inlet valves - hence the importance, these days of not mixing the valves when you are stripping cylinder heads. 21-4N is 21% chromium and 4% nickel, the rest is mainly iron.

Alloys of even fancier specification have been used. In the late 1950's the Manx Norton (and its close relative the Vanwall racing car) had valves made from an iron free nickel-cobalt alloy that was used in jet engines, known as Nimonic 80A. This was highly heat resistant, but suffered worse lead corrosion than the cheaper high chromium stainless steels, so it did not catch on in car engines.

The engine of the famous wartime Jeep was designed to run on low octane lead free army petrol: it did not have lead resistant valves, because there was a need to conserve precious wartime stocks of nickel and chromium. During the Italian campaign a certain dispatch rider (none other than the late and great Dennis Rogers of the MTWC) 'acquired' some aviation petrol for unofficial motoring trips, and at first the Jeeps of the Sherwood Foresters went like rockets. After a week they didn't go at all!!

**More from John Rowland next month.**

Private  
Two Wheel  
Drive  
Hill Climb  
Club



Through your magazine, I would like to speak to any individuals or clubs interested in the above. I have a superb site of over 100 acres on the edge of the Neath Valley which is currently undergoing inter woodland road works and could be home to hill climb activities on a 3-4 times per annum basis. (I have no interest at all in 4-wheel drive events). I can be contacted on 01639 644559 - Gareth G Woodham.

# AUSTRALIA'S LONGEST ROAD TRAIN

As Certified by the Guinness Book of Records



**WINTON** Queensland Australia

## What would John Prescott think of this..

This postcard from Australia was sent to us by G.R. Hughes of Runcorn, Cheshire. As you can see it shows the longest road train in the world, 34 trailers totalling 1,634 ft in length. It's pulled by a 1993 Ford Louisville powered by a Cummins 460hp engine, fitted with an 18 speed transmission. They would love this on the M6!

Mr Fred Glomph  
Sales Manager  
Fly-By-Night Gizmo Co.  
25 Seedy Street  
Cavveat Emtorville

Dear Mr Glomph,

Your "EVERLAST" dining set lasted only three days. It disintegrated.

Not only that, but the remains of it dissolved my table, fell on the floor and caused extensive discoloration. And Aunt Maude, while cleaning it up, got some on her hands and immediately fell into a fit. While she was thrashing around on the floor, she kicked our wee son Mortimer in the eye and he, too, is in the hospital. In our rush to get these two casualties to hospital, my wife left a cigarette burning in the living room and, upon our return, we discovered that our house had burned down. Seeing this and realising that our insurance had run out, my poor wife, distraught, wandered into the road and she was struck down by a passing bus....number 49, if I recall.

Legal consultation has brought to light the fact that you have covered yourself totally and will assume no responsibility whatsoever for my predicament. Therefore I am sure you will understand fully when I tell you that the paper in this letter has been saturated with Anthrax 46, a fast acting nerve toxin which has no known antidote. Just touching the paper is enough to give you a lethal dose.

Before the convulsions begin, I hope you will authorise the replacement "EVERLAST" dining set to which I am entitled under your warranty. After all there is no sense in bearing a grudge.

Sincerely,  
Wadsworth Wort.



## Drivability - Food For Thought.



There seems to be an endless variety of

vehicles available to the classic or vintage car enthusiast, especially when we make our lists of cars we always wanted to own. We take for granted that the motor vehicle has been around for over a hundred years. I was reminded the other day that even a 1960's car was made just over halfway through the technical development of the motor vehicle. There is no doubt that modern cars are far superior, which is just as well given today's motoring environment.

It is this motoring environment that generates thought around the driveability of the older cars, especially when you start to consider classic motoring tours. The older cars can be much more like hard work, being heavier on the steering, doubtful sometimes on the brakes and slow to change gear even without having to double declutch. Just lately there seems to be a number of articles on possible modifications to a car that can make it more usable in modern traffic. I have to admit, the fitting of four pot front brake callipers made a massive difference to the stopping ability of my Jag MkII. I had frightened myself one time too many. The thought of all that polishing and preparation being thrown away in under a split second was too much. The recent purchase of a Jag Mk IX, got the old brain cells going again, such that the brain was soon overloaded having had numerous discussions with the experts. The areas for concern were overheating, braking and axle ratio, which equates to economy.

The Mk IX Jag is just over 35cwt which is about the same weight as an XJ 6. The recommendation was that the original callipers should be replaced with four pot XJ 6 callipers, both front and rear. In the case of this particular Mk IX, it is worth considering, since the callipers are all shot. However there is no resemblance whatsoever between XJ 6 callipers and the originals. The

modification requires fitting new XJ disks which will need to be machined, and drilling additional calliper mounting holes. The rest of the braking system is almost new so I do not intend to go to the next stage of up-rating the brakes to dual circuit.

The next thought is cooling. Modern radiators are far more efficient. An original Martson film core radiator provides a maximum heat dissipation of just under 4 Kw/°C/m<sup>2</sup> at an airflow of 15m/s. Martson Unipac copper/brass radiators in 3, 4 and 5 row thicknesses provide heat dissipations of 8, 10.5 and 12 Kw/°C/m<sup>2</sup> for the same airflow. A significant difference. A light weight BEHR 3 row aluminium core, provides a heat dissipation of 12.5 Kw/°C/m<sup>2</sup>, again for the same airflow. The difference in heat dissipation is less at lower airflows, however, the more modern cores still provide a significant improvement as well as a cost saving on the Mk IX as follows :-

Original Film Core	-£362
High performance 3 row	-£149
High performance 4 row	-£171
Aluminium	-£305

Finally there is gear ratio. The automatic gearbox when fitted to the Mk IX provides a cruising speed of 69mph at 3000rpm, using a standard differential. If this is changed to a 3.54:1 XJ 6 differential, the car will be cruising at 80mph at 3000rpm, hence making a significant difference to the cruising capability of the car. The 3.8 litre engine will easily cope with change in axle ratio. The only concern will be cooling, which as indicated above can be improved significantly. Reports from other owners indicate an improvement in fuel consumption of around 3-4 m.p.g.

The upshot of all this, is that the car will be much more usable in modern traffic. From the outside it will look exactly the same. There is always the question about whether to keep the car original or not. I think the answer at the end of the day is how much you are going to use it and for what purpose. It's up to the individual. But if you finish up behind a green Mk IX Jag, please don't get to close unless you have good brakes.

Steve Mitchell.

## FOR SALE

**1984 Rover SDi VDP V8, Auto.** Bodywork needs attention. Another 1984 SDi Rover VDP V8, Manual. Spares or Repair. Large assortment of spares from two dismantled cars including doors, bonnets, sunroofs, tailgates, lenses, interiors (carpets, seats etc.), electrics, wiring looms, window motors, etc. A 2300 engine and gearbox, a 2600 engine (manual choke fitted) and gearbox, axles, discs, wheels etc. OFFERS.

Contact Hywel - 01792 455287.

**Triumph GT6 Mk2 Bodysell,** fitted new sills etc. and now rigid, with rusty doors and bonnet, but good hatch, and all glass, plus tatty GRP Bonnet. This will also fit onto a spitfire chassis. £150 or offers. I also have a tax-free Spitfire rolling chassis with V5. Also an MG 1500 engine taken from a dolomite, with a single Stromberg carburetor, and a non-overdrive gearbox. Offers, suggestions or swaps to John Williams - 01792 864731

**Car transporter trailer, 15' x 5'6" x 15" high,** on 4 wheels fitted recent 8-ply tyres, winch, ramps, and lights. Unladen weight 440kg, should carry well over 1500kg. (Has carried LWB Land Rover 250 miles over the peak district). Very well made, but would appreciate some TLC. Haggle Starts at £500, or my consider swap for interesting restoration project - a Stag would be favorite.

Contact John Williams - 01792 864731.

**Herald 13/60 spares** will part with in exchange for a small charity donation. Contact Clive Prior - Swansea 07968 270055 (Mobile)

**Mini Cooper front suspension swivels and hubs, 7" discs, and callipers.** For renovation, so £20 the pair. Also a pair of mini door shells, believed to be 1970, no glass, virtually no rust, no splits, no welding, but will need some minor refinishing to repair damage during storage, so £10 the pair. Contact John Williams - 01792 864731

**Austin A30** in running order, needs bodywork.

Contact Mercotech, Heol y gors, Cwm-bwrla, Swansea.

# FOR SALE

**1958 Riley 2.6** Good running order, MOT'd, body needs some attention. Any reasonable offer considered.  
**Contact** Ray Kethburn-Thomas - 01792 418437.

**Jaguar XJ6 4.2.** 71,000 miles. VVY 11S. Offers or PX for motorcycle, bubble car or what have you.  
**Contact** Keith Thomas - 01792 580545 (Home)- 01792 584926 (Work)



**1978 Mercedes**, Yellow 230 Saloon. One owner from new, full service history. As per photo but re-registered (now UTX 149 S). £1,000 ono.

**Contact** Jeff Thomas - 01639 884417

**Ford "sit up and beg" Popular**, Complete.

**Contact** Merctech, Heol y gors, Cwm-bwrla, Swansea.

**1985 Fiat X19** Targa top with private plate. Metallic silver with red leather interior. One careful owner from new only 9,400 miles. £5,500.

**Contact** Mike Waddington - 01792 390677

## ADVERTISEMENTS

*If you would like to place a large advertisement (full, half or quarter page) in this magazine, then please contact Mike Palmer (01792 203638) or Ray Kethburn-Thomas (01792 418437)*

**Frost Wheeling Machine**, as new £650 (under half price). Also six-foot sheet metal folders £150.

**Contact** Alan Pope - 01792 818428 (Evenings) or Mobile 07787 941538 (Anytime)

**Volkswagen Beetle**, 1300cc, Left hand drive, not running, no documents, some small parts missing, mainly complete. £150. Also quantity 2nd hand Range Rover body panels. phone for details.

**Contact** Gwyn Stephens - 01639 630763 (evenings)

**Triumph Herald Saloon**, Spares or repair, very cheap to clear, room needed.

**Contact** Ivor Davies - 01792 296839 or Rowland Bevan - 01792

**1972 Volkswagen Beetle**, 25,000 genuine miles, lovely condition. £2000.

**Contact** Keith Webb - 01792 280640

**1929 Morris Flatnose Saloon**. Tax & MOT. Needs TLC. £4,000.

**Contact** Chris Thomas - 01269 290292

**1963 Morris Minor**, smoke grey, 2 door deluxe. One owner from new. 53,000 miles, with history. Body needs attention, but good original car. MOT'd till June 2000. £1,250.

**Contact** Mike Waddington - 01792 390677

**1932 Wolesley Hornet Special**, stored for many years, has been stripped and partially restored, needs rebuild but complete. for more details

**Contact** Alan Broughton - 01269 870293

**Rover P6 2000TC**, spares or repair, good mechanics, exhaust, tyres etc. Body work rough. £200 ono.

**Contact** Ray Kethburn-Thomas - 01792 418437

**Spares for a Rover 80**, full set of doors, boot lid, bonnet, 2 engines, Gearbox with overdrive, spare overdrive unit plus other bits & pieces.

Also boot lid for Mk2 Ford Escort and an early Metro Bonnet. Everything open to reasonable offers. Townsend Mammoth Mountain Bike, 18 speed - £55 ono.

**Contact** Steve - 01792 416985 or 0961328413.

**"On Four Wheels"** Encyclopedia of motoring, published 1974 by Orbis. 13 binders each containing 15 issues. Mint condition. Offers.

**Contact** Tony Clarkson - 01369 710782

**Hillman Imp**. Unfinished project, completely stripped. Manyparts refurbished and hammered, plus spares. Free to a good home.

**Contact** Clive Prior - Swansea 07968 270055 (Mobile)

**Morris 1800**, 1973, lime flower, long MOT, good overall condition. Good basis for rally car. 2 owners only 43K genuine miles. £500 ono

**Contact** Robin Jones - 01792 419780

## WANTED

**Rover P4 105S** Grille.  
**Contact** Ray Kethburn-Thomas - 01792 418437

**MK I Fiesta Workshop Manual** and any spares.  
**Contact** Steve Pearson - 01792 416985

**Austin A30** rear bumper, grill and any other spares.  
**Contact** Ray Kethburn-Thomas - 01792 418437

**MGB Roll Bar** or cage. Haynes manual for Volvo 240 Series.  
**Contact** Robin Jones - 01792 419780

## ARTICLES FOR THE MAGAZINE

If you have any articles, stories, pictures, cartoons or anything that might be of interest to fellow enthusiasts, Please send them to:

Jan Thomas, SHVR,  
 145, Duvant Road, Duvant,  
 Swansea. SA2 7SJ.



# SHVR Regalia



**Leather Key Fobs**

**£1.75**

**Sweatshirts**  
SHVR embroidered sweatshirts with standard or 20th anniversary badge. Several colours available  
upto XL **£17.00**  
XXL **£18.00**



**Windscreen Stickers**

**£1.00**

**Head Gear**  
Both baseball caps and woollen hats are available with the SHVR logo.  
**£7.00 each.**



**SHVR T-Shirts**  
**£8.50**

**SHVR Umbrella**  
Available in Blue/white or Red/white.  
**£17.50**



**Tie Pins £1.75**



**Lapel Badges**

**£1.75**

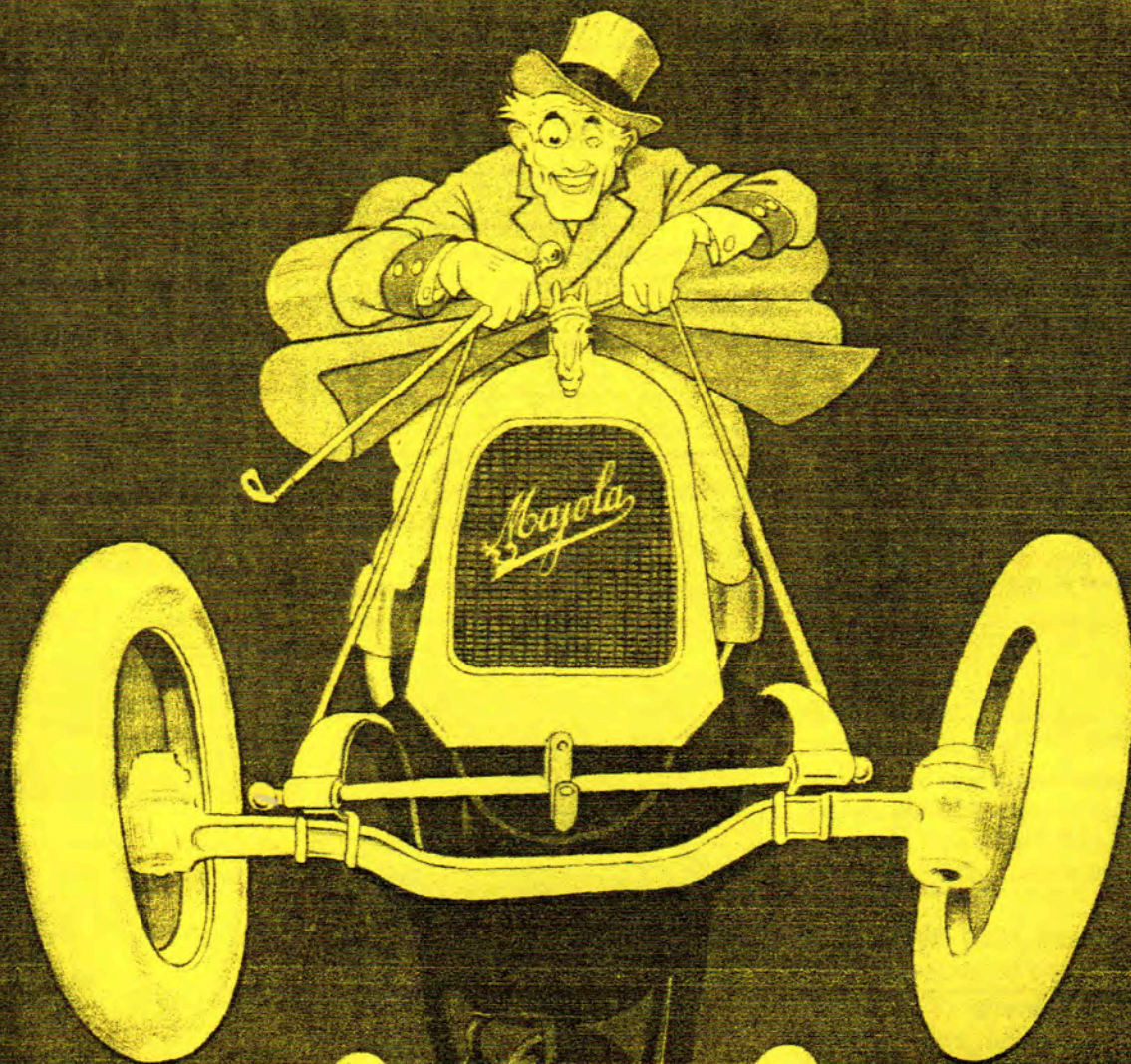
**Car Badges**  
SHVR Car badges, the ideal way of showing your support for the club.  
**£17.50**

**Blazer Badges**  
With SHVR logo  
**£8.00**

**Polo Shirts**  
Embroidered polo shirts with standard or 20th anniversary logo.  
upto XL **£14.50**  
XXL **£15.50**  
  
Polo Shirts with a printed logo are also available.  
**£12.50**  
  
Brittany tour polo shirts  
**£12.50**

Samples of Regalia will be available on clubnight.

Please see Christine Broughton  
or call her on 01269 870293 or  
Penny Webb on 01558 823378  
if you wish to purchase any of the above items.



USINE:  
SAINT-DENIS (SEINE)

Mich

L'AUTOMOBILE

**MAJOLA**

FRANCHIT SANS BRONCHER TOUS LES OBSTACLES

*Edited and compiled by Mike Palmer and Jan Thomas.*