



SHVR



SWANSEA HISTORIC VEHICLE REGISTER

June 2000 Magazine





SHORcommittee

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Sir, Today I took the necessary documents for the renewal of my car licence to the local Post Office. A very polite young man examined the documents and said: "Sir, I am sorry I cannot give you a new licence as you have not given me the reminder letter sent from the Vehicle Licensing Department."

"I have had no such letter," I replied. "This year I have remembered."

"I am sorry, Sir, but you must produce a reminder letter," he answered. "I suggest that the only thing for you to do is to write to the Vehicle Licensing Department reminding them to send you a reminder letter."



When the motor omnibus first appeared in London streets, a very rich peer told everyone of his acquaintance that they were an abomination. One of his friends told him that he shouldn't condemn them untried, so, dismissing the coachman, his Lordship went out, got onto the first bus he saw and, handing the conductor a sovereign said: "20, Eaton Square." The reply is not recorded.



Imagine how short these books would be if they actually existed! nonetheless, indispensable - a must for every bookshelf.

De Lorean - The Dream comes True.
Exotic Coachwork on the Wartburg.
The Motorists Guide to Sark.
The Royal Goggomobils.
A Touring Guide to Temperance Hotels
by Oliver Reed.
Turbocharging for Hearses.
The Indestructible Lancia Beta



The square wheel is located below the luggage compartment.

1970 Simca 1100 Driver's Handbook.



A 1966 Morris 1100 was advertised: 'late property of a clergyman, religiously maintained.' Well, you'd expect that wouldn't you - I don't suppose it ever missed a service.



Doctor Foster drove to Gloucester
In a shower of rain,
He went in a puddle right up to the scuttle
And the car never started again.

THE THOUGHTS OF CHAIRMAN MIKE!



*"Hair-raising" - Was it something they drank?
Huw Evans, Chairman Mike and Neville Hughes.*

out exhibits!), Organisers are now suffering with more and more rules and regulations which in a while will kill off some events. So, lets all bandy together and make sure this doesn't happen.

And whilst on the subject of rallies and runs, our own SHVR Castles Run is next, on the 25th June, this years event is being organised by Steve Mitchell and Mike Jones, please support this event and continue its success. A day out for a Tenner! What a bargain!

On May club night, we made donations of £1000 to Ty Hafan, The Children's Hospice in Wales, and £1000 to the Evening Post - Singleton Hospital Cancer Appeal. Both of these charities have been regular recipients of monies raised through our Singleton Vintage Car Fayre, We have also donated £500 to the Lord Mayor's Charity, which this year is, Morrision Hospital Accident and Emergency Unit. All made possible by

Well here we are, halfway through the year and the rallying season in full flight.

After Singleton and Kinsale! Where do we go from here? The choice of events gets bigger every year. I hear from reliable sources that the S.W.C.C.C. Pencoed event was a great success as was Skewen M.C.'s, Baglan Bay event. The annual Abergavenny Show was well attended, despite the changing weather, word has it that this year is the last one, the organisers are looking for a well earned rest. A lot of these shows, along with their organisers, are very often taken for granted and hands on help is like gold dust. (Ask anyone involved in our own Singleton show!) Another factor is the red tape (No, not for marking



Yet another good reason to ignore John Prescott's advice to travel by public transport!

SHVR's members and exhibitors, nice to know we are helping others with our hobby.

The charities concerned have all expressed their gratitude to you all.

The evening runs are well supported, and Christine & Alan are still pulling superb eating places out of the bag. If anyone has an idea for an evening run, contact Alan or Chris, I'm sure they would like a month off for good behaviour!

Well, I've been checking my mail everyday, and still no ransom money, so I suppose I had better do a resume of Kinsale.

Safe Motoring
Mike P.

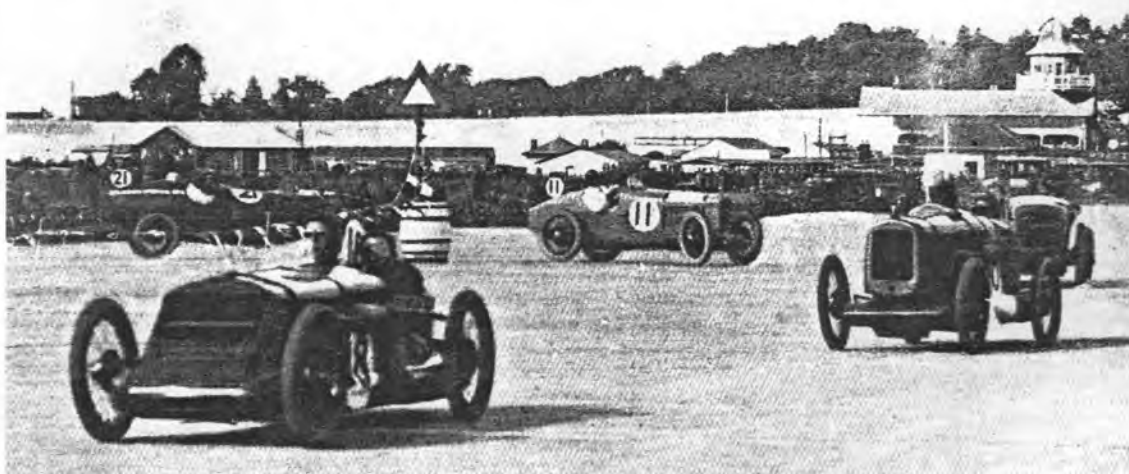
The first blown Seven

THE SURFEIT OF AUSTIN 7 HISTORY HAVING BEEN WELL received, I thought it worth recalling the first use of a supercharger for the baby racing car, as some Sevenists use blowers today. Original Cozette ones must be scarce, so replicas of these, or of Roots superchargers, are the norm.

With the little cars from Longbridge doing so well in racing after only two seasons, Lord Austin's son-in-law Captain Arthur Waite MC, needed to get his to go faster. The ploy was to boost its engine, which he did in 1925. An Austin-built Roots supercharger was mounted ahead of the engine in a cradle cast as part of the timing-gear cover. It ran at below engine speed, feeding at 5lbs/sq in, drawing mixture from a 35mm Cox-Atmos carburettor at 60cu in per minute at 5000rpm, 36bhp then being recorded. A useful improvement on the original A7's 10½hp and the non-s/c racing engine's 29bhp. The car weighed 7½cwt, part of the ash-framed body being fabric-covered. Waite sat very low in it, his right elbow seemingly almost touching the offside back wheel, elaborate "swellings" encasing the cockpit, the front axle and

rear springs. Over 90mph was obtained, proved when George Duller won a 50-mile Brooklands race at almost 89.9mph. An easy-flow exhaust manifold also helped. The blower had ball-bearings, lubricated from oil in the fuel. Waite took 750cc class records at up to 86mph, then had the engine enlarged to 776cc, then in 1926 to 831cc, putting it in the 1100cc class for the JCC '200' etc, but the transmission twice objected. However, two thirds and a win in a minor race were obtained.

With Austin concentrating on sportscar racing, the special Waite A7 was sold to J Pares. Unfortunately he was badly injured when an A7 in which he was riding overturned in the 1925 '200', and G Cauldicott, whom I interviewed for MOTOR SPORT some years ago, had to drive it. The wheelbase was increased to 6ft 7in and a twin Zenith carburettor non-s/c engine installed. Named 'Slippery Ann', it continued to go well, particularly at Shelsley Walsh, winning the 750cc racing car class in 1927 and 1928. The Prime Minister Stanley Baldwin was watching from the members' enclosure on the second occasion.



Waite's supercharged 7 with its flat nose in its first major race, the 1925 JCC '200'; the increased power broke a u/j



KINSALE 2000



As promised a pin sharp review of what 38 intrepid explorers in 18 vehicles did whilst on the annual pilgrimage to Kinsale. As I recollect, 'The Group' left Swansea on Thursday night aboard the ferry bound for Cork.

We were then administered regular doses of anaesthetic, on the following Monday only 29 people returned in 13 cars, the rest is all very hazy. However! Here goes.

On our arrival in Cork, we were met by members of our twin club, The Kinsale Vintage and Veteran Car Club. The official welcome was given by Liam Good and is Left Arm Man!!

Then it was off to Kinsale for Breakfast at the White House, well not Quite! Our foot loose and fancy free member, Lyndon Webb, had to retrieve his shoes, which just happen to be holding the SHVR flag on the Chairman's car!!





'Arthur and friends, basking in the sunshine at Roberts cove.

After breakfast we were all installed in our rooms in and around Kinsale. Then off to the first jaunt, Roberts Cove. (On the correct day this time!!)

Saturday saw the Rally proper start. A good turn out of over 100 cars.

We headed out through East Cork this year via the Passage West? Ferry. We really baffled the ticket collector as we all bought return tickets knowing we would be coming back a different way!

In last months magazine we gave some clues as to what was to come. And asked the question, why was Ann Good laughing at SHVR member Neville Hughes?



Compare this picture and the one at the top of the previous page. He's sprouted hair, and what about Viv Guerrier (above), what a transformation! We think it has something to do

with the Irish finds and discoveries we featured last month. The body has been positively identified as being assembled in Birmingham with a Ray Pritchard identification badge.

After a delightful days rallying, it was back to Kinsale for the Dinner Dance at the Trident Hotel.





The Passage West Ferry.

Sunday morning got off to a late-ish start, with mulled wine washed down with more mulled wine.



A few of us whizzed off a bit prematurely and went via The Head of Kinsale, absolutely stunning scenery and joined up with the rest of the crews at Timoleague, this should have been a simple operation had it not been for another vintage and classic rally taking two different routes through the town. To add to the confusion, the Garda insisted on designated cars



taking specific routes. This all added to the chaos and resulted in several of our cars tagging along on to the rival rally and likewise we poached a few of theirs. Eventually almost everyone arrived at the tea-break at the Celtic Ross Hotel at Rosscarbury. Neville and myself ended up in Bantry, but that's another story!

On the way back to Kinsale a few of the open toppers got caught in a short hail storm. (Weren't they glad of their SHVR umbrellas!)

Sunday night was the party in the Sovereigns Bar.



They come over here every year, just to get canned!

Monday was left free to do as you pleased. Not forgetting the Baileys party outside the White House.

After we had assisted the road sweeper to clear up the glasses it was off to Riverstick for the final farewell party and awards. On arrival at Riverstick the SHVR Riverdance team splashed into action. Our lead dancer, Bill O'Raffley, commented "I always take mine with a dash of water.", the rest of the dancers are Ray 'O' Kay T., Pat 'O' Guerrier and Struth 'O' Vaughan, choreographed by Canute 'O' Thomas.



"Who said I was Flaggig?"



Ted, Liz and Mike W.W. flying the flag for SHVR.

The Awards

Ted Purcell received the Pist 'n Broke Award. he arrived back at the hotel without a key in the early hours and then started calling "Mike! Let me in!". All of us Mikes, four in total thought he was calling the other one. So, for forgetting the relevant surname, he was left to sleep in the out house!

The Pat Guerrier Award for Navigation went to Paul and Janice Rafferty, we will have to post the award on, as Pat got lost on her way to the stage.

The Most Confused Team Award went to Mike Evans, for joining the wrong rally.

The Spirit of the Rally went to Chris Thomas and family in the Overland, firstly for reversing up the steeper hills (petrol problems) and then running the car for part of the rally with a fan blade missing, this caused the Overland to vibrate whilst being driven (a great hit with the ladies!).

Best Car went to Liam and Ann Good's Rolls Royce, amongst shouts of "It's a kit car!".

Most Courteous Driver Award went to Mary and Benny, for not swearing when they got lost.

Noisiest Contestant Award went to Dennis O'Callaghan when the exhaust fell off his Lancia.

Most Disruptive Entrant Award was won outright by Ray Pritchard. First of all he Modified Dennis' Lancia by making an exhaust system from Pringle tubes, he told Dennis it would give his car a crispier note! Not content with that he modified 'Arthur's' radiator cap with a dead frog, he implied that it blended in with the car's colour scheme, and then went on to rename Arthur 'Clawed'!! he also introduced Neville and Viv to the fine art of arranging their hair into pony tails.

Worst Driver Award went to Christine Palmer, for allowing a wall to run into the back bumper of the Jag.

Most Confused Driver Award went to Ray Kethburn-Thomas, he couldn't find his way out of the toilet on the ferry, fell off the top bunk in his cabin, much to the distress of his ~~cell~~ cabin mate Huw Evans, he then hit his head on the bunk and rendered himself conscious!

Awards were also given to Colin the camera man who travelled with Mike and Sue Bagworth in the Alvis. Neville Hughes was awarded a bottle of fresh air! Something to do with wind. Huw Evans was given an award for putting up with Ray! Colin from London who co-piloted for

Lyndon and Penny in their Riley also picked up an award. As did Mike W.W.'s passenger Liz. Tony and Ruth Vaughan drove down from Dunblaine in Scotland in their Triumph Sports to join us, so they get the award for furthest travelled.

There were cups and prizes dished out all through the weekend. John Hyland and his wandering navigator Alan Trembirth sent this picture in of an unofficial award. Apparently Alan nicked the

cup and the resplendent photo of the little black MG was going to be sent to the local newspaper as the winner of the rally. Fortunately, the Guerriers took over and foiled their plan. (Note the box in front of Mike's Singer that contained the cup.) Nice try boys!!

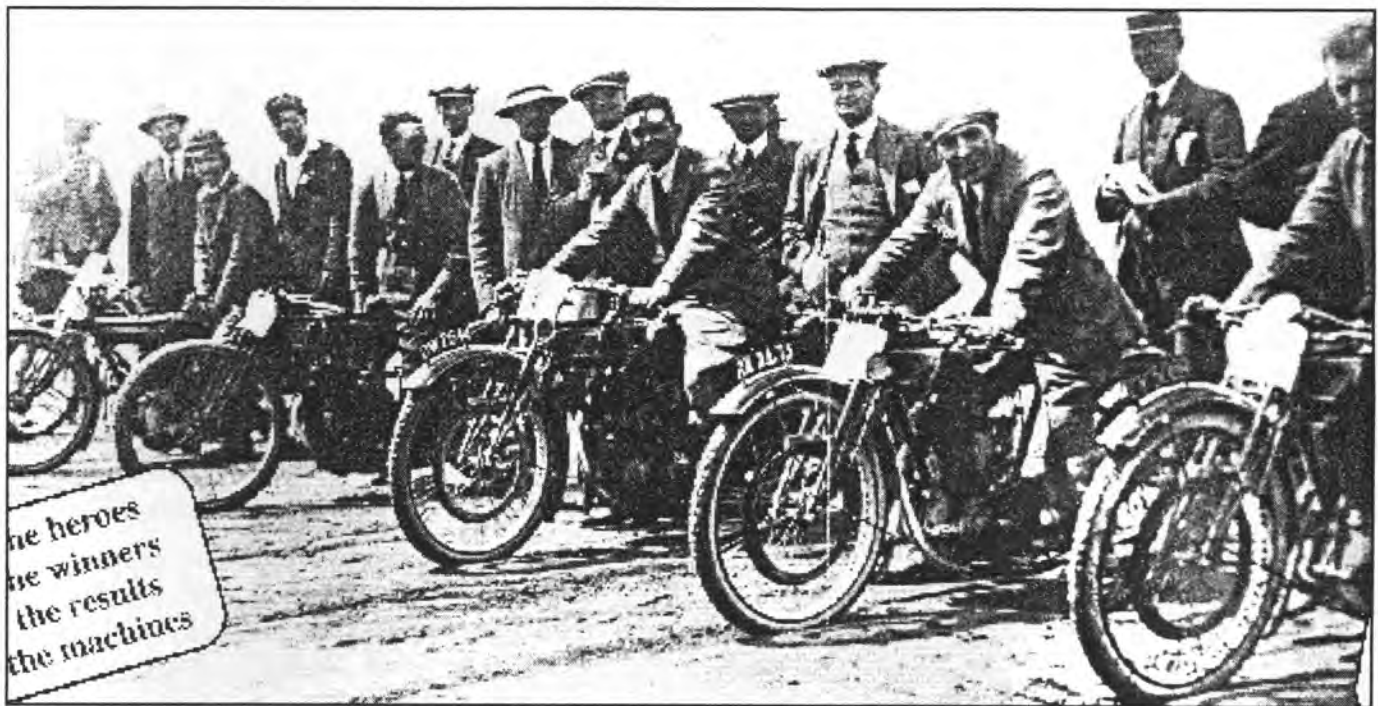


Everyone enjoyed the weekend, the weather was fabulous and the scenery delightful.

Our thanks to the Kinsale Vintage and Classic Car Club and all concerned for the warm welcome and friendship shared by all. Another Superb Event.



Give Bill a pair of shorts and he'll raffle anything!



the heroes
the winners
the results
the machines

READY TO RACE: Carmarthen Motor Cycle & Light car Club pictured in 1923, above. On the right is a 1947 poster advertising the Pendine Races. Both pictures are in the Pendine Races book.

Race heroes riding high on the sands

CARMARTHEN MOTOR CYCLE AND LIGHT CAR CLUB
(AFFILIATED TO THE A.C.N.)

OPEN

SAND RACE MEETING

INCLUDING

THE SENIOR & JUNIOR WELSH GRAND PRIX

WILL BE HELD AT

PENDINE SANDS

CARMARTHENSHIRE

OR

BANK HOLIDAY

AUGUST 4th, 1947

FIRST RACE AT 12 NOON, TO SUIT THE TIDE

£100 in PRIZE MONEY

and Valuable Silver Cups will be awarded

THE CLUB APPEALS TO ALL MOTORISTS TO HELP THE FUNDS BY PARKING ON THE SANDS

ENTER FEES AND OTHER CONDITIONS MAY BE OBTAINED FROM J. A. GOBLE, 73, LAMBTON STREET, CARMARTHEN.

Recently published Pendine Races by Lynn Hughes, with an engaging narrative style and a wealth of unique black and white photographs should combine to bring this aspect of our sporting and social history back to life, writes **DAVID ROBERTS**.

"The finest natural speedway imaginable" is how The Motor Cycle publication describes Pendine Sands in 1920.

Edwardian gentry raced "motors" on the beach: cars driven by their chauffeurs, motor bicycles jockeyed by hired men.

After the First World War, the motorcycle races grew into a major sporting and social event in Wales, attracting, so it is said, larger crowds than a rugby international.

When Malcolm Campbell and J Godfrey Parry Thomas successively broke the world land speed record on its breathtaking beach, the eyes of the world were on Pendine.

The Welsh TT, staged over the August Bank Holiday from 1922, was an exuberant, three-day event.

It put the "roar" into the Roaring 20s for the thousands who made the trek on foot, by bicycle, train and charabanc, to this South Western corner of Carmarthenshire.

They came to see Brooklands and Isle of Man stars George Dance, HR Davies, Freddie Dixon,

Tommy Spann, Jack Carr and, latterly, Fred Rist.

These men were idolised. On Sunbeam, Brough Superior, Scott Douglas, AJS, Norton and BSA works racing machines they met stern opposition from local heroes — Handel Davies, Dr A Lindsay, Morris Isaac, L F Griffiths, LV Thomas, R J D Burnie and Eddie Stephens who, very often, gave them more than a run for their money.

Lynn Hughes grew up to tales of the Glory Days on Pendine. His father, who raced a Big-port AJS in the 1920s, took him to his first race there in 1946 when, bizarrely, on the last lap of the championship race, an aeroplane came out of low cloud and flew with the leaders to take the chequered flag.

●The book Pendine Races, by Lynn Hughes, is published by Gomer Press, priced £25. The hardback contains 352 pages and has 200 high quality illustrations in black and white.

The author is currently archivist to the Museum of Speed, Pendine.

Don't forget you can pick up a copy of The South Wales Evening Post's spectacular trip down motoring's memory lane, Time Travels, produced by member David Roberts. Its 32p at newsagents.

Feature



yes, 120 means what it says!

The motoring press are usually given advance information on new cars about to be launched at Motor Shows, and in 1948 Jaguar prepared to launch the XK120. The foremost motoring journalist of the day, Harold Hastings, asked William Lyons (the originator and boss of SS Cars, now called Jaguar Cars) what the 120 meant. "Miles per hour, of course!" was the reply, but this was not a common figure in those early post-war days. The prototype car on show was built with aluminium panels on an ash frame as were the first 240, but the fantastic demand meant that the necessary investment for expensive presses for steel bodies could now be justified for completion in April 1950. These later cars were about 1 cwt heavier and consequently a little slower.

It was not till October 1949 that Harold Hastings tested an XK120 on a French aerodrome and achieved only 118mph, but when he later took it to the famous Jabbeke Motorway in Belgium he achieved 200km/h (124.6mph) so honour was maintained. Motoring magazines and even newspapers such as *The Times* praised the car under the heading "British Car's Speed Record" (a Belgian production car record). Its speed, acceleration and grace were all praised, but the most surprising aspect was its price of only £998 (with tax).

In 1950 the British Racing Drivers Club and the *Daily Express* included a new race for Production Cars in their August 20th Silverstone race programme. It was rather early for Jaguar to think racing as they had been busy refining the steel bodied production cars, but the Press as always expected miracles. William Lyons would only permit them to race if he could be sure they would win. Three of the people who had pushed the development of the car were despatched to Silverstone to thrash an XK120 for three hours round the Old Club circuit to see if it would hang together and put in respectable times. Ernest Rankin, Walter Hassan and 'Lofty' England had never driven there before but proved the potential of the car, so three cars were entered in colours of red, white and blue.

Lyons' confidence was obviously not total, as he decided the cars should be entered under the drivers' individual names, but he chose three very capable drivers just to make sure. Leslie Johnson, Peter Walker and Price 'Bira' had all done well in a variety of events and were determined to re-establish the Jaguar name in Motorsport. 'Bira' was given the blue car as this was the National racing colours of Siam, (now Thailand) which he had used on his ERA, Walker the red unregistered car, and Johnson the white.

At the fall of the Union Jack, the drivers ran across the track and jumped into their cars, starting the engines and racing off in a traditional 'Le Mans' start. (Now abandoned because of seat belts). A big Allard started the rush for Copse Corner, but 'Bira' soon took the lead, followed by Johnson and Walker. Unfortunately 'Bira' lost control at Woodcote corner on the 17th lap and shot off the track backwards, right in front of Johnson who miraculously avoided an almost inevitable collision. It was never confirmed whether a burst tyre caused the spin or was the result. 'Bira' tried to change the wheel with the standard jack, but the heavy car just sank into the grass lining the track. Johnson continued to head Walker until crossing the finishing line 5/12 seconds ahead after an hour of really exciting racing, as the two Jaguars had lapped every other car bar one.

Jaguar : in their authentic colours and correct numbers look bare compared with today's gaudy cars covered with sponsors stickers, but that was how they raced in those days. Production cars in near production condition proving their capability to a growing number of enthusiastic spectators, many of whom would put their name on a long waiting list for the car of their choice, based on the sporting achievements. These were well publicised by both the manufacturers and a host of suppliers, covering everything from leather hide suppliers to fuels and oils, and the bonuses paid were the fore-runner of today's massive sponsorship deals.

Mallow Veteran Vintage Classic Car Club

Hello, Mallow calling all enthusiasts to our 11th Annual Vintage Weekend, 30th June, 1st & 2nd July 2000.

We extend a hearty Cead Mile Failte to all our friends and hope you are in the best of health and that all your cars are in prime condition. We would like to take this opportunity to say thanks for your valued support in participating in our previous Vintage Weekends at Mallow. As usual, we kick off our weekend with our annual complimentary night, including Cheese & Wine Reception at the Hibernian Hotel, Mallow. Admission free.

Again this year to avoid congestion at Mallow Castle, it has ben decided that all cars dated up to the 31.12.1939 assemble at Mallow castle, and all post war and classics will assemble at Cork (Mallow) racecourse on the Killarney Road. The assembly of cars for both venues starts at 9.30am on the 1st July. Remember no insurance no run.

Having assembled at Mallow Castle, the pre war cars will leave at 10am, and join up with the rest at Cork (Mallow) Racecourse where we will begin our run. Don't forget the dinner dance on Saturday night 1st July!!!

On Sunday 2nd, assemble at the rear of the Hibernian Hotel at 10.30 for a Mystery Run, and afterwards back to Cork (Mallow) Racecourse for lunch and a static display of cars by enthusiasts and clubs, family day, autojumble, live music and great craic.

We have another great weekend lined up for you all, and hope you can be with us to join in the pleasure only a Vintage Weekend can bring.

For those of you who are looking for something different, why not enter Jimmy Bohan's Mallow Rally.

The return fare (car and 4 passengers) from Swansea to Cork is £149, less 10% discount if you book through SHVR. The number to ring is 01792 456116. The Ferry times are outward Thursday 29th June 8.30pm, night crossing cabins available from £34 (must be booked in advance). Return Monday 3rd July 9.00am.

We have been informed that some SHVR members have already booked.

For more information on the rally contact Jimmy Bohan, Mallow, Co. Cork, on 0353 22 22347.

Llandeilo Show

We have received a letter of thanks from the organisers of last year's Llandeilo Show for our participation in the event, and an invitation to attend again this year.

The SHVR members that attended last year, took part in the parade around the show ring, with the Mayor, and we have been asked to do the same again.

Entry is by ticket only, so if you are interested, contact Jan Glinternick as soon as possible on 01792 879651.

SHVR Summer BBQ

Don't Forget the Summer Barbecue takes place on Monday 17th July at 7.45pm. this is our way of saying thank you to all of those that helped to make Singleton Vintage Car Fayre such a success. I don't suppose we will be breaking with tradition this year, so be sure to bring your umbrellas.

SHVR Castles Run

I have not received the final details for the Castles Run yet, but I am told everything is in hand. Anyone who wants to come along on Sunday 25th June 2000, should contact Steve Mitchell on 01558 650620 for what is always one of the highlights of the SHVR calendar.



FUND BOOSTER: Swansea Historic Vehicle Register has donated £1,000 to the Evening Post Cancer Fund. The money was raised from the May Day Historic and Vintage Car Fair held in Singleton Park. The historic car enthusiasts regularly raise £7,000 for local charities during the year and have, over the past 20 years, raised more than £120,000 for charities. The cheque is held aloft by chairman Mike Palmer, pictured with other members at their meeting held in Murton Rovers Club.

Picture: Howell Davies
00-05-15-7872/HD

Centre first phase opens

SWANSEA NHS Trust has officially welcomed the opening of the first phase of the South West Wales Cancer Centre, built thanks to funds raised by the Evening Post Cancer Appeal.

At the trust board meeting, chairman John Button said: "It is a great pleasure to see that the first facility of the cancer unit, funded by the appeal, has opened and is now treating patients.

"It is truly a splendid facility and everyone who helped raise money for the centre should be quite rightly proud of what they have helped achieve here."

Busy

Hospital bosses are now busy adding the final touches to plans for the next phases of the centre.

Work on phase two — the cancer institute and research facility — is scheduled to start this autumn and should be complete before April, 2001.

Work will begin on phase three, the breast care unit, next April and the centre should be complete by the following autumn.



HOSPICE BOOST: Swansea Historic Vehicle Register has donated £1,000 to Ty Hafan Children's Hospice Appeal. The hospice needs £1 million each year to continue its operation. The money was raised from the May Day Historic and Vintage Car Fair held at Singleton Park. Over the past 20 years the organisation

has raised more than £120,000 for charities and has regularly supported Ty Hafan since its appeal was launched. Chairman Mike Palmer presented the cheque to Ty Hafan liaison officer Sandie Grindlay during the vehicle enthusiasts' meeting held in Murton Rovers Club.

Picture: Howell Davies 00-05-15-7871/HD

SHVR Events Diary

June

- Sun 25th** SHVR Castles Run
Steve Mitchell - 01558 650620
- Wed 28th** SHVR Evening Run
Christine Broughton 01792 882193

July

- TBA Evening Post Motor Show
1st & 2nd Mallow
- Sat 1st** Vintage Display, Castle Martin Ranges
John Moody - 01559 362900
- Sat 8th** Neath Carnival - Skewen M.C.
Dean - 01792 812235
- Mon 17th** Clubnight
Summer Barbecue
- Sun 23rd** Scolton Manor, Pembrokeshire V.C.C.
- Wed 26th** SHVR Evening Run
Christine Broughton 01792 882193

August

- TBA Three Cocks Vintage Show
- TBA SHVR Abertawe Tour
- Sat 19th** Llandiello Show
Jan Glinernick 01792 879651
- Sun 20th** Gnoll Park, Neath - Skewen M.C.
Dean - 01792 812235
- Mon 21st** Clubnight
- 26th - 28th** Orllwyn Teifi Vintage Show
Landysul. Contact - Dereck Davies 01559 370885.
- Sun 27th** Skewen M.C., Classic & Country Show,
Margam Park.
- Wed 30th** SHVR Evening Run
Christine Broughton 01792 882193

September

- TBA Beaulieu Autojumble
- Sun 10th** PVAM & CCC's Sioe Y Ddraig Goch,
Heritage in Motion Spectacular. Entry Forms
from Sue Surrige - 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
- Sun 24th** Beacons Run - MG Owners Club.
Robin Jones 01792 419780
- Wed 27th** SHVR Evening Run
Christine Broughton 01792 882193

October

- TBA Malvern, Three Counties Showground.
- 13th - 15th** SHVR Autumn Run
- Mon 16th** Clubnight
- Sun 22nd** SHVR Sunday Run
Christine Broughton 01792 882193

November

- Mon 20th** Clubnight
- Sun 26th** SHVR Sunday Run
Christine Broughton 01792 882193

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

Dear Mr. Palmer

On behalf of the Trustees of Ty Hafan, thank you so much for your further kind donation of £1000 to our Appeal. Please pass on our sincere thanks to everyone at Swansea Historic Vehicle Register for their continuing support.

As I stated in my last letter, we were able to open the doors of the Hospice and welcome children with a life-time illness along with their families. The hospice provides a much needed haven for all the family with a care team committed to child and family centred care.

We need to continue to raise £1 million each and every year to ensure Ty Hafan continues to provide this vital service, totally free of charge, to those families in Wales who so desperately need it.

Thank you all once again for considering Ty Hafan worthy of your support.

Yours sincerely

DOMINIC JENKINS

Chief Executive



The Children's Hospice in Wales

FOR SALE



1978 Mercedes, Yellow 230 Saloon. One owner from new, full service history. £1,000 ono.

Contact Jeff Thomas - 01639 884417

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

1962 Morris Traveller, Smoke Grey, MOT'd, original. Excellent condition. Some spares. £3,950
Contact Dave - 01639 643961

1946 Talbot 10 Super Sport, one of only 10. No Engine or box. Restoration job.
Contact Ian Mackie - 01545 590467

1951 YB Series MG 1½litre. Mechanically restored to the highest standard. Needs paintwork and finishing. £3000 ono.
Contact Chris Thomas - 01267 290292

Caravan, 9yrs old, Ace 2 berth. Full equipment and Awning. Very good condition. Offers around £3000.
Contact Chris Thomas - 01267 290292

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

Toyota MR2 1987, Red/black interior, immaculate condition, 39,000 miles from new, full toyota service history, MOT and tax. £4950.
Contact Dave Hay - 01792 360692

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)

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

1952 Riley RME, Reg. No. LWW 593. 4,000 miles since engine rebuilt. Many spares. respray equired and new vinyl on roof also required. £1,000. No offers.
Contact Mr. R. Gale, 21 Broadlands Ave., Waterlooville, Portsmouth, Hants. PO7 7JE.

Sherpa Minibus D reg, no MOT, needs TLC. £250.
Contact Chris Thomas - 01267 290292

1972(K) MGB GT. British racing green, some history. Offers around £3,500.
Contact Mike Batcup - 01792 299360.

Clearance sale. Parts for older cars, ignition parts, track rod ends, ball joints, wheel cylinders, gaskets, brake pads and shoes, clutches, alternators, water pumps, shock absorbers and starter motors.

Call in and check our prices or phone.
M.V. Spares
26-28 Conway Road, Penlan, Swansea. 01792 588377.



Lanchester, well known to many SHVR members, the late Arthur Jones' Lanchester, with loads of spares. £3,000.

Contact Peter - 01222 890431 or Mike Palmer 01792 203638

Triumph GT6 Mk2 bodyshell, fitted with enough new panels to make it rigid. Complete with doors, hatch, bonnet, bumpers and windows. Will also fit a Spitfire chassis. make me a silly offer, or swap something interesting/useful. (Scamp chassis?)

Contact John - 01792 864731

For Sale. "Herbie's Girlfriend". ie- Lancia Monte carlo. Tax and long MoT. Pretty car, stupid acceleration. Mid-engined 2 litre twin-cam, very recent rebore, etc. open to offers or part exchange. Also another engine, seriously damaged by losing cambelt.
Contact Dudley - 01792 865582.
Also Wanted new windscreen for my other Monte Carlo.

WANTED

A60 Van parts, anything at all.
Contact Mike Protheroe - 01792 578622

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

Triumph Stag, anything considered, price negotiable.
Contact Mike Protheroe - 01792 578622

Jaguar XK150 Body parts for Drothead restoration particularly chrome-work, headlamps etc.
Contact Steve Mitchell - 01558 650620.

Pre 1938 Douglas 500cc or 600cc. Any condition considered, preferably complete in running order. Cash waiting.
Contact Howell - 01792 773801

Does anyone have any spares for **J40 Pedal cars**.
Contact Mike palmer - 01792 203638

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, Dunvant Road, Dunvant,
Swansea. SA2 7SJ.

FOR SALE



"OF COURSE I TRIED TO AVOID HIM OFFICER, WE COME FROM ENTIRELY DIFFERENT MOTOR CAR CLUBS"

1963 Jaguar 3.8 MkII Auto P.A.S reclining front seats (pretty rare). Dark Blue. needs full restoration, in dry store for last 10yrs. Genuine car - not botched about. £2,500 ono.

Contact Thomas - 01269 832733
(evenings only)

Triumph Herald 1200 estate (1967). Taxed but no MOT (shouldn't be difficult). Usually neglected over many years, but occasionally abused. has been a faithful and reliable old girl, but is now looking somewhat 'lived in'. Ideal for inverted snob. bring a battery and a couple of hundred beer tokens, and drive away. Offer includes Dolomite 1500 engine and gearbox.

Contact John - 01792 864731

J reg Vauxhall Cavalier SRI. metallic black, full M.C. Rally kit, Alloys, MOT'd. Excellent condition. £3,000 ono.
Contact Adrian - (mobile)07899 704072.

1955 Split Screen Moris Minor. Original 803cc engine, much work done, so in excellent all round condition. Ill health forces reluctant sale. Open to sensible offers.

Contact Elwyn Rosser - 01639 644698

1970 Triumph Herald 13/60 saloon, Blue, very good condition. Tax exempt Mot'd Ready to go. £1600 ono.

Contact 01792 899323

My name is Hillman, friends call me 'Minx' I was born in Coventry in 1953. I am all over black, complete, and in original condition. I need a lot of tender loving care, and although my owner has done much to improve my appearance much more needs to be done. £250 for me.

Tel: Owner on (01792) Swansea 204678

One must be sold to prevent cross breeding. **Vauxhall Astra 1986 D** Reg. MOT to 10/2/01, good tyres, clean all round condition, radio cassette. £375 or near offer. or **Peugeot 405gldt turbo deisel** saloon 86k miles. 1993/4 'L' reg MOT til October, Taxed till July. recent service including timing belt. Very reluctant sale. £2800 or near offer.
Contact Huw Evans - 01792 862080

Vitesse 1600 parts for sale. New Crank and exhaust manifold, open to offers. Also radiator for 2ltr. Mk1 Vitesse £15 needs some work.

Contact Huw Evans - 01792 862080

1966 Daimler Jaguar 2.5 V8. mechanically good, body sound, needs interior renovation and respray. 79,723 miles (spent over 20 years in a garage). £3,500 o.n.o.

Contact Tim Williams - 01792 417516 or Mobile 07968113838.

Rover P6 1978 2.2SE, loads of spares, good condition, needs MOT. £500 ono.

Contact 01792 585608

Triumph 2ltr Mk1 parts. Radiator needs minor repairs to neck £15 ono. Headlamp surrounds good condition £10 ono for pair. Saloon rear window £5. S.U. carb repair kit (one only) £10 ono. original oil filters £4 each. sealed beam headlamps £5 each.
Contact Huw Evans - 01792 862080

Classic car magazines. 1970's - 80's, Motor Sport, Classic and Sportscar, Old Motor & much much more.

Contact Mike palmer - 01792 203638

Morris minor 1098 Clutch complete, still in box. £50.

Contact Harry Richardson - 01639 646639



1977 MG Midget. Black and beautiful. New arrival necessitates sale. taxed, MOT'd, runs superbly. £2,250.
Contact John Hyland - 01639 636184

The London-Sydney Rally is no mobile cocktail party, says **Nick Brittan** – there are ex-world champions to compete with

NOT again, surely? Another marathon event taking a bunch of rich boys and their toys halfway around the world? The London-Sydney Marathon is different, however, because it has attracted two former world champions and the world's fastest lady driver.

Next Saturday, Hannu Mikkola, Stig Blomqvist and Michèle Mouton will head a field of 95 cars on a hard-charging, 32-day event through 14 countries where they race, timed to the second, over 64 closed-road special stages. The format is the same as that for current world championship rallies.

Many old-car events are navigational social outings where, at best, participants are asked to maintain brisk average speeds against oncoming traffic. But that's not what former champions do. Mikkola, world champion in 1983, smiles and says: "We are going racing for more than 700 miles just like we used to on world championship events. This is a proper rally. That's why I'm here."

Mikkola drives a nimble Ford Escort, just like the one he used to win the London-Mexico Rally. Michèle Mouton will be in a Porsche 911 and Stig Blomqvist, the taciturn

Swede, will be at the wheel of a gutsy V8-engined Ford Capri.

"Most classic rallies are like mobile cocktail parties," says Blomqvist, world champion in 1984. "This one is a real old-fashioned, long-distance rally for serious rally men." Then he adds, "Oh yes, and for Michèle..." as he remembers that she was his team-mate in the Audi team. And that she won more world championship events than he did.

Clay Regazzoni, former Ferrari Formula One star and winner of five grands prix, is at the wheel of a lusty 6.3-litre Mercedes fitted with hand controls. Clay's F1 career ended at the Long Beach GP in 1980 when brake failure tossed him into a wall and left him crippled from the waist down. "I'm still a petrol-head and love these long-distance rally races," he says. "You like my new fold-up aluminium wheelchair? I had it made specially to keep the weight in the car to a minimum."

Starter Andrew Cowan won the original London-Sydney in 1968 in a Hillman Hunter (a car replicated by Freddie and Janet Giles on the Around the World in 80 Days Rally) and is taking time out from running Ralliart, his world championship-winning Mitsubishi team, to flag the cars away. He says: "I wouldn't miss



Finns are what the used to be: drivers Hannu Mikkola and 19-year-old son Juha will drive Ford's classic Escort RS1600 in the London-Sydney rally starting next Saturday

it for quids. I still get misty-eyed when I remember this event. It was my first big important win. It's great to see the good old boys like Hannu and Stig having a go. I envy them."

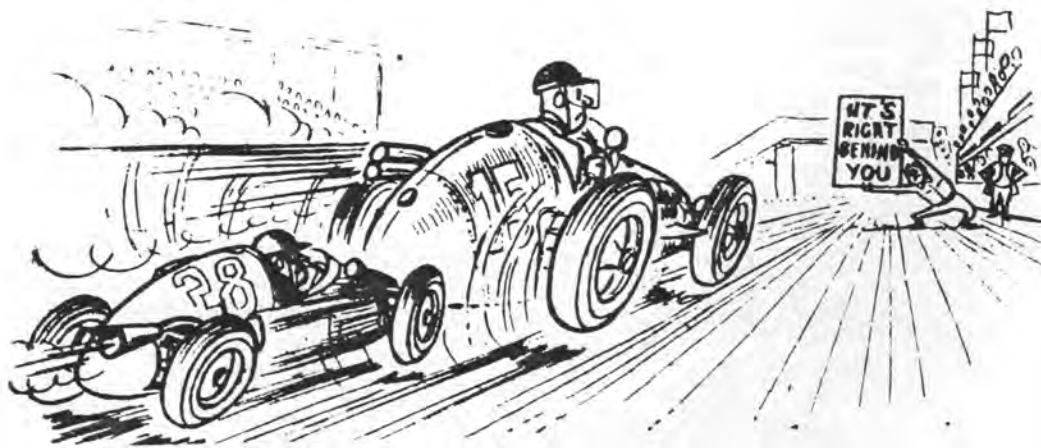
Fact file

Start: Saturday, June 3. Renaissance Hotel, Heathrow. First car away (Hannu Mikkola) at 7am. A good viewing spot is Westminster Bridge, with Big Ben and Parliament in the background, at 7.15. Cars pass at one-minute intervals.

Finish: Sydney Opera House, July 4 at 3pm. Australian premier Bob Carr will do the honours for the survivors with laurel garlands and champagne

Field: 95 starters of 15 nationalities. **Route:** In 32 days they will cover 16,800km through 14 countries. Climate changes include early summer in Europe, exhausting humidity through the plantations down the Malay peninsula, the harsh dry heat of the Outback and, finally, the possibility of snow on the penultimate day.

Updates: Follow progress via the Internet at www.twerally.com



Ice Cream Nostalgia

The latest volume in the Nostalgia Road series from Trans-Pennine Publishing is entitled '50 Years of Ice Cream Vehicles'. This interesting book charts the progress of ice cream 'mobiles' from early hand-carts, 'stop me and buy one' tricycles, motor and battery vehicles to the soft ice cream vending vans we usually see today.

The book is written by series editor Alan Earnshaw and Stuart

Whitby, managing director of Whitby Morrison, now one of the largest builders of ice cream vans, whose enthusiasm for the subject makes this book a joy to read.

The history of ice cream making is covered, as well as the various effects on vehicle design of new technology, cooling and freezing methods, the introduction of on-board soft ice cream machinery, hygiene regulations and wartime restrictions.

The products of many bodybuilders and manufacturers are covered, making this an invaluable reference work for both vehicle enthusiasts and modellers. This book is highly recommended.

Nostalgia Road Vol.4: Fifty Years of Ice Cream Vehicles by Stuart Whitby & Alan Earnshaw. ISBN 1-903106-08-8 is priced at just £6.50 from all good book shops, or limited edition authorised copies are available post-free from Trans-Pennine

Publishing Ltd, P O Box 10, Appleby-in-Westmorland, Cumbria CA16 6FA, telephone 01768 351053.



SHVR Regalia



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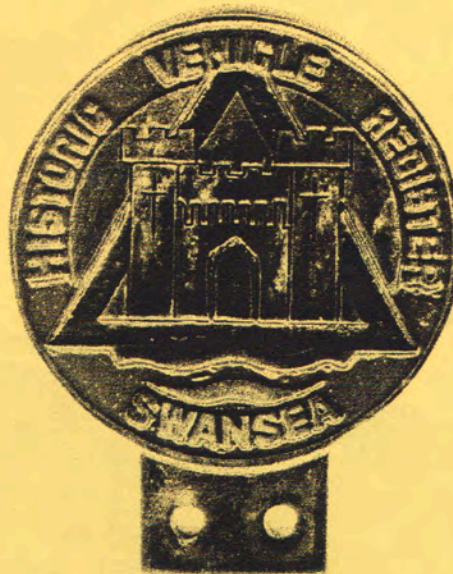
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if you wish to purchase any of the above items.



Edited and compiled by Mike Palmer & Jan Thomas