



SHVR



SWANSEA HISTORIC VEHICLE REGISTER

May 2000 Magazine



SHORcommittee

Chairman.....Mike Palmer 01792 203638

Vice Chairman.....Mike Evans 01792 206686

Secretary.....Ray Kethburn-Thomas
01792 418437

Treasurer.....Robin Jones 01792 419780

Membership Secretary.. Stan Bingham 01792 360291

Assistant Membership Sec...Keith Turner 01792 363830

Magazine Editor.....Jan Thomas 01792 418437

Sunday Run Co-ordinators..Alan & Christine Broughton
01269 870293

Press Officer.....Mike Palmer 01792 203638

Clubnight Co-ordinator.....Jan Glinternick 01792 411099

Regalia Secretary.....Christine Broughton

01269 870293

Events Co-ordinator.....Steve Mitchell 01558 650620

Asst. Events Co-ordinator...Mike Jones 01792 362281

Committee Members.....Huw Evans 01792 862080

.....Steve Pearson 01792 416985

.....Mike Glinternick

01792 411099

President.....Johnny Thomas

01267 290215

Vice President.....Mike Worthington-Williams

Sir,- The warning to all motorists - around the corner you are going to meet another damn fool - is particularly true to my uncle, who took a corner at fifty miles an hour on the wrong side of the road and was passed by another car doing exactly the same thing in the other direction.

Without speaking a word the men got out of their cars, shook hands and drove away.

Letter in The Times.



The committee regret deeply the delay in sending out the last circular which arrived too late for most members to the Picnic Autotests held in conjunction with the traction Engine Club's Rally at Shanes Castle. This was due to circumstances outside our control and steps have now been taken to ensure that it will never happen again. the event was officially cancelled but the three competitors and many marshals who did turn up were unanimous that it

WELCOME.

We would like to extend a warm welcome to all our new members.

Richard Frank from Carmarthen.

S.A. Carter from Pontardawe.

John D. James also from Carmarthen who has joined with his Morris Cowley Coupe.

John Manning from Barry, joining with his Ford Zodiac and Riley 1.5.

Clive Griffiths from Killay with his Opel.

R.M. Craven from Mumbles with a Lotus Elan.

Ian Davies, all the way from Ipswich, with his VW Van and Mini jem.

Peter Frade, joining us from Essex with his Triumph TR7 and Ducatti.

Michael Protheroe from Swansea, with his Jaguar and Austin A60 Van.

L. Buckfield from Llanelli with a Reliant Scimitar.

T. Jones from Port Talbot with a Bedford 'O' Lorry.

And last but by no means least, John Lord from Droitwich, with his Aston Martin and 1929 Fiat 509A.

would have been one of the most successful events of the year. It is hoped to repeat it exactly in 1979.

Ulster Vintage Car club Bulletin - 1974.



Competitors will defile themselves on the promenade at 11 a.m., and each car will have two drivers who will relieve themselves at each others convenience.

Extract from foreign regulations translated for the benefit of British entrants.



The use of a conventionally sloping rear window enables parcels to be carried on the shelf beneath, and there is ample room for passengers' heads should they wish to drop off during a journey.

Road Test in a Contemporary Magazine.

The Thoughts of Chairman Mike.



WHAT A SHOW!! Singleton Vintage Car Fayre 2000 was probably our best ever. So for all of you who are nursing sore knees after months of synchronised fine weather praying! Didn't you do well!!

As Chairman of our club, it is an honour to head such a dedicated and hard working team of enthusiasts. The hours, days and weeks canvassing sponsors, traders and exhibitors, the filling in forms, the posting invitations, collating and updating entries, the time given to set up on Sunday, fixing banners and direction signs and of course

the long hard days work of the show combined with the clearing up afterwards was a mammoth task, so to all of you who assisted in making this show run so smoothly, a very big thank you.

Our thanks to Mike Worthington-Williams and Classic Car Mart for the magazines that were given free to exhibitors, which this month ran a feature on Singleton. We are also indebted to the Evening Post and Dave Roberts for the media coverage and Lisa Evans for the promotions through the Swansea Bay Festival, also Christine Johns from the Parks Leisure Department. Thanks also to Swansea Sea Scouts and their families and the Rhyddings Venture Scouts and their families for their professionalism in organising the park marshalling and the car parking arrangements in Bishop Gore. Also the Mayor of Swansea and Miss Wales for attending and opening our show in this Millennium Year. Our Thanks to NTL and Pit Stop for sponsoring The Wave.

We had a record number of exhibitors this year and a good cross section of trade stands and displays, everyone went away happy and many have booked again for next year's event.

"Who said it should be a two day event next year?" (OH NO!!) Answers on a fifty pound note to the ~~Chairman~~ Editor Please!!

WELL DONE EVERYONE.

On the Thursday after Singleton. some 38 people in 18 vehicles embarked on the annual Kinsale Falling Down Rally, the idea being to test the viscosity of Guinness whilst communicating with spirits of Jamesons, Bells, Paddys and any other patron saint of liquids.

many of our entrants attempted all sorts of Daredevil Feats, and unless the ransom money is paid soon, all will be revealed in June's magazine. Watch out for the Riverdance Team, the Footloose and Fancy Free Exhibitionists, the Kwik Fit Fitters and the guess Which Rally We Are With Group.

An excellent start to the rallying season with superb weather, good humour and good company. Lets hope it continues.

Safe and Happy Motoring

Mike P.



New book is a triumph

TRIUMPH sportscars are regarded as classics of their time. They represent the very best in British tradition that was based on providing robust, straightforward engineering, vigorous performance and sporting looks at a low price.

Today the open-topped Triumphs are valued as distinctive examples of the golden age of the British sporting car.

Bill Piggott's affectionate and expert account of their history describes their development and success and shows how they earned enduring popularity in all

markets, particularly in the USA.

The Triumph story is told with the aid of over 200 unique archive photographs, many of which have never been published before, to offer a unique chronological record of sporting Triumphs from the post-war era to the late 1970s.

His book will be entertaining and informative reading for all Triumph owners and enthusiasts, and it will be a fascinating introduction to the sporting Triumphs for anyone with a general interest in motoring history.

Bill Piggott is a well-known motoring and railway author and enthusiast who

has made a special study of the Triumph company and its cars. He has written over 5 books on the marquee and since 1979 he has been the Principal Registrar of the Triumph TR Register a member of the TR Register National Committee and is also the club's archivist.

He has always been involved with classic cars and over the past 30 years he has owned more than 400 himself!

Bill lives in Whitby, North Yorkshire.

●Triumph, The Sporting Cars, by Bill Piggott, is published by Sutton at £14.99.



CLASSIC VINTAGE:
Bob Bridgett, of Glais, Swansea, with his 1935 Standard 16 Jubilee at last year's event.
99-05-03/8573/ME



Vintage cars come to park

THE Bank Holiday will get off to a roaring start on Monday when the annual Vintage Car Fair returns to Singleton Park.

Around 800 classic motoring beauties will be on display at the event, to delight car lovers of all ages.

Organised by Swansea Historic Vehicle Register, the annual show is now in its 21st year.

Family entertainment at the Swansea Bay Summer Festival event will be provided in the form

By REBECCA DAVIES

of Uncle Sam's magic workshops, juggling displays, stilt walkers, face-painting and a samba band.

There will also be craft and charity stalls, trade stands and a licensed bar.

Swansea Historic Vehicle Register's chairman and event organiser Mike Palmer said:

"Even if your interests are not linked to transport and travel in years gone by, there is an overwhelming multitude of attractions

to keep your family amused and entertained.

"A great deal of hard work goes into organising the event.

"As well as the efforts of our members it is only made possible by the support and generosity of many other organisations to whom we are always indebted.

"The event has enabled us to raise around £100,000 for local charities."

The fair starts at 10am.

●Special pull-out in tomorrow's Evening Post.

Footloose and Fancy Free



Why is SHVR member Lyndon Webb standing at the dockside in Ringaskiddy, Co. Cork with no shoes on?

All will be revealed next month!!

"I must admit that to a certain extent racing pure and simple has lost some of its former value, owing to the difficulty at present experienced in obtaining a suitable road for the event and also to the fact that we have reached a point in racing car design above which it is extremely difficult to go."

Herbert Austin - 1905.

Irish Finds & Discoveries



This Partly restored body was spotted in East cork, we think it originated in the Birmingham area and probably imported under the cover of dark (Guinness that is)!!



What's our raffle man doing in the river at Riverstick?

More revelations next month!



Why is Anne
Good laughing
at SHVR
member
Neville
Hughes?

He's been to
Ireland before!

Phil Silvers, 'Sergeant Bilko', arrived at a friends house for a weekend visit in a Rolls-Royce Silver cloud. wanting to buy silvers a surprise present, the host arranged for the overnight installation of a built-in bar, a hi-fi cassette player, a colour television and a video recorder. His generosity backfired rather when Silvers disclosed that the car was rented.

◆◆◆◆

Although disqualified from driving for life, 25 year old Joseph Morgan was disqualified for a further seven years at Liverpool Crown Court.

Liverpool Echo.

◆◆◆◆

I THINK I'LL HAVE ONE!

Steering System - optional

Lanchester catalogue - 1912.

◆◆◆◆

A drunken driver ploughed his vehicle into a crowd of religious pilgrims in the Port of Progress, Mexico, killing 12 people and injuring 20, police said yesterday. The driver, identified as Jose Antonio Moreno, 25, was arrested as an angry crowd was getting ready to lynch him.

Eastern Evening News.

◆◆◆◆

Wee Willie Winkie
Drove through the town,
Crawling the kerbs
In his nightgown;
Flashing at the ladies,
Giving them a peek,
He ended in the local nick -
His case comes up next week.

◆◆◆◆

Charles Bailey told a magistrate in Cambridge that he had only made an illegal U-turn on a motorway because he didn't want to be late for a final session of a driver improvement course being run by the police.

◆◆◆◆

A woman reported to Southend Police today that she had seen a car being driven at Leigh-on-Sea with what appeared to be a body protruding from the open boot. Police found the car - with two legs sticking out of the back. they belonged to a garage mechanic trying to trace a noise which was annoying the driver.

Evening Standard.

Lubrication Criteria for Vintage and Veteran Engines

The selection of a suitable lubricant for the "older" design internal combustion engine can be problematical. Not only do we have the design parameters of the engines which will influence our choice but also a lot of myth and anecdotal evidence which will cloud the issues.

There is no doubt that modern engine lubricants are a marvel of the formulating chemists technology, however, to cater for the modern engine with all the environmental constraints in the widest possible context, placed upon it, they have attributes that can only be described as detrimental to the engines we are considering.

If we look step by step at the requirements of an engine oil we will be able to see where the divergencies in requirements are.

In a modern engine in these times of high fuel prices and an emphasis on fossil fuel conservation, low fuel consumption is high on the desirable criteria lists. One of the many contributions that can be made to this is to decrease the power required to pump the oil around the engine, therefore lower viscosities, especially at start-up, are the order of the day. Normal viscosities of SAE classification 10W/40, and even 10W/30, are now used which fulfil this need very well.

These work very well in modern engines where modern metallurgy machining techniques and design give us clearances and surface finishes that can be lubricated with oil films as low as 1-2 micro-meters in thickness. Not so in the older engine - because of the relative roughness of their surface finish they require oils whose viscosity ratings are at least an SAE, 30 or 40 and at times a 50 classification to give a film thickness of 6-7 micro-meters.

They also need to be monogrades because the multigrades get their viscosity characteristics (or more correctly, their lower rate of thinning as the temperature increases) from the addition of polymers. Polymers are long chain molecules which will shear as they are worked in an engine, this shearing adversely affects their effectiveness and allows the viscosity of oil to decrease by up to 15% at any given temperature. This further decrease in viscosity of a lubricant whilst in use would not be a desirable feature in older engines, for the reasons we have already stated, and additionally the sealing of the piston rings to the bore also relies on an oil film and the more rudimentary the bore machining techniques the thicker the film needed for satisfactory sealing.

Modern oils now contain an ever increasing quantity of antiwear additives, mainly due to increased loading in all areas of the engine, especially concerning camshaft and valve train lubrication. Whilst certain antiwear capability is not a bad thing, too much can, and often does, stop the piston rings bedding in to the cylinder walls causing loss of compression and high oil consumption.

To obtain more power from engines whilst keeping their physical dimensions small, often means relatively large increases in engine temperatures. These higher temperatures are transmitted to the oil and unless an oil is adequately treated with additives to resist the chemical changes which occur, lacquers, varnishes and acidic compounds are formed at an exponential rate commensurate with temperature rise. Even with these additives the situation is even more exacerbated by foul breathing engines where crankchamber gases are circulated within the engine and picked up by

the oil.

To mitigate their effects on the engine, detergents are included in the oil to stop these compounds attaching themselves to metallic surfaces and then baking on them and forming carbonaceous particles. Dispersancy compounds will then keep all of this material, plus that that which has ingressed from the outside environment, suspended so that the full flow filtration system can extract it from the body of the oil and thus stop component damage. This is fine if the engine is fitted with a modern full flow filtration system, but if it isn't and only has a wire gauze pump inlet strainer, this material keeps circulating with the oil and will not only increase the oils viscosity thus cutting down on flow, but will also block oil galleries and allow hot spots to develop thus increasing the wear and chance of terminal damage on vulnerable and vital components.

Additives of all types also have an effect on the elastomeric material used in dynamic oil seals by causing hardening and cracking leading to premature failure. Seals are now constructed from special materials such as acrylates and fluorocarbons which resist chemical attack. The older type nitrate and butadiene rubbers are not so good at resisting chemical reactions.

If we now analyse our requirements, for an oil to use in the more mature engine, they will be these. Firstly, monograde oils are most suitable, starting at a minimum SAE viscosity classification of 30 and may be going as high as 50. Little or no antiwear compounds need to be included because the stress levels used in the design of these engines does not warrant it. Perhaps a little detergent in the oil to extend the periods between decarbonisation is desirable but certainly no

dispersency additives present or we could ultimately end up with an oil resembling a grinding paste. The avoidance of all additives which will affect seals is of primary importance but the inclusion of additives which resist oil oxidation and will stop metal surface corrosion are essential. This quite a tall order for lubricants whose off take in the global scheme of things is relatively small, however one company in the UK is prepared to develop and market lubricants specifically for the people who own and run the mature vintage or veteran vehicle. They are Morris Lubricants of Shrewsbury, who offer at least two ranges of oil to satisfy, in all respects, this market, with their Supreme 30, 40 and 50 and the Elite 30, 40 and 50.

Further to this range of traditional mineral oil formulations Morris Lubricants also produce castor oil based products. castor oils have many desirable properties such as exceptionally high film strength and oiliness (the ability of oil to stay chemically attached to a metallic surface) helps to prevent the seizure of moving parts under conditions of high loads and relative velocities.

In order to understand the advantages and disadvantages of using castor based oils in engines it is necessary to appreciate some of the many design changes that have taken place over the developing years of the internal combustion engine, and how these changes have affected lubrication and lubricants over the past 60-70 years.

In its natural form castor oil is normally very viscous - about SAE 50. This inherent thickness provided good lubrication to big end and crank roller bearings and formed a good gas seal between the wider clearances of the pistons and barrels of early engines.

Early design seals between engine components also benefited from the viscosity as oil losses through leaks were minimised.

Today there is a need to provide

the increasing number of classic and vintage racing vehicle owners with oils that are appropriate to their needs.

Additive systems are now available to reduce lacquer and deposit build up on rings, pistons and valves due to the relative rapid oxidation of castor during the combustion process, although the operational life of this type of lubricant can be significantly lower than mineral oil based products.

Because of the problem of water contamination which is formed during the combustion process, anti-corrosion additives need to be introduced to reduce deposit formation and to protect the softer metals from corrosive attack.

Many modern castors also contain blends of synthetic esters, again these help to improve the stability, low temperature properties and oxidation resistance.

Castor/ester blends are also available in a variety of viscosities, usually SAE 30, 40 and 50. The esters can also act as a solublising agent for some of the additives such as rust inhibitors and antioxidants.

However, care must be taken when mixing with unleaded petrols as castor can unbalance the additive system used in modern gasoline, causing precipitation and sludging which can block fuel lines.

Where methanol fuels are used for twostroke application, castor mixes extremely well but there are a few handling problems.

Firstly methanol is flammable, so extreme care is required when mixing. water absorption limits shelf life of mixed solutions so it is better to mix sufficient only for immediate needs.

Using older mixture can also lead to sludging in the fuel lines with poor combustion resulting from the excess water content of the fuel mixture.

During combustion large amounts of water are produced which may lead to corrosion and rusting. Ring sticking, rapid piston and cylinder

wear will result unless these cautions are heeded.

Castor and leaded fuels present few problems when mixed together although this practice will gradually become obsolete as production gears more towards unleaded fuels.

This range of Morris product is sold under the name MLR 30, 40 and 50.

Most gearboxes in pre 1980 vehicles have tooth loadings not requiring the high amounts of extreme pressure additives found in modern gear oils which meet the API GL 5 classification. not only are these additives superfluous but they are actually detrimental to the working of the box. They will hinder the synchromesh system by decreasing the coefficient of friction on baulk rings, thus causing noisy changes and subsequent wear, and even worse, extensive corrosion of brass and bronze material can occur.

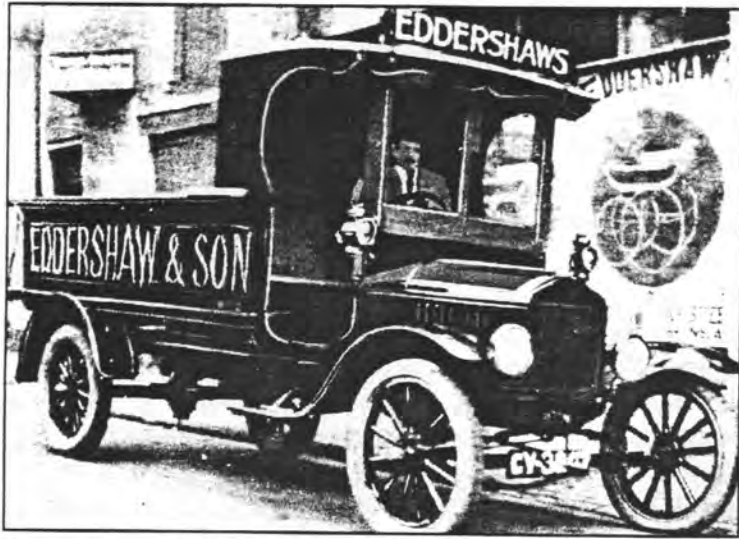
With reference to rear axles the same remarks regarding gearboxes apply. Usually monograde SAE 140 lubricants are recommended to overcome difficulties experienced with sealing elastomers and give sufficient film thickness commensurate with the surface finish of the tooth flanks found in older models of vehicle.

Morris Lubricants have a full range of automotive gear oils which not only meet the full range of recommended viscosities but also have carefully selected additives blended into them to give them longevity, antiwear capability and corrosion prevention properties without giving rise to the problems previously outlined. These products are marketed under the name Morris AG gear oil SAE 90, 140 and 250 respectively.

The Above are notes taken from a lecture given by Morris Oils of Shrewsbury.

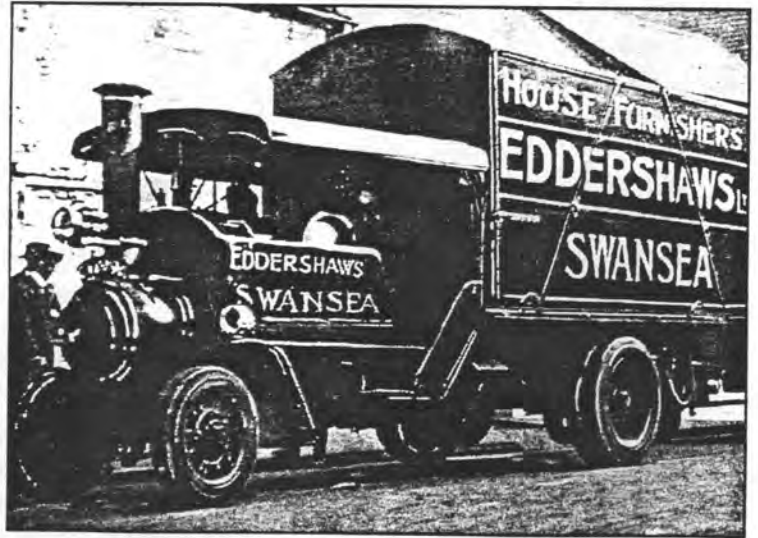
Alan Broughton.

Powers that be have included steam and petrol



FAITHFUL SERVANTS: As modern power replaced the horses used for deliveries by Swansea furniture firm Eddershaw's, the firm's stables were converted into a garage. It was Eddershaw's which came up with one of

the first purpose-built removal wagons, a solid wheeled Leyland lorry registered CY25. Inter-store rivalry came to be applied to the vehicles used by the shops. It was important to have the latest models. Some vehicles enjoyed an



amazing longevity. Perhaps that was because hauling furniture was not as arduous as some of the tasks other trades gave to similar vehicles. In the early days of this century Eddershaw's had a mix of vehicles, including a Model T

Ford. The company later settled on Albion vehicles and used at least one of them until the 1970s. This vehicle was one of two which had served Eddershaw's well between the wars and was still earning its keep in the 1960s.



Thursday 20th April, and Ronald McDonald was back in town. This year he was escorted by SHVR Secretary Ray Kethburn-Thomas and his daughter, Rebecca, in their 1956 Morris Minor. The first stop was Skewen Rugby Club, where Ronald performed two shows, and then it was off to the children's wards at Neath and Morriston hospitals.

SHVR are asked every year by McDonalds to provide transport for Ronald, and it is always a fun day out, especially if you take your own children or grandchildren. If anyone would like to volunteer for next year, contact Mike Palmer on 01792 203638.



SINGLETON VCF 2000

I'm sure that I will receive many varied accounts of the days events to include in the magazine over the next few months. So I have decided, that as Singleton should not go unmarked this month, to put together a photographic record of the highlights of the day.



We were very grateful to both the Lord Mayor and Miss Wales for opening the event for us, and what better way for them to arrive at the show than in Alan Broughton's Vintage Taxi.



Swansea Sea cadets on parade.

The Sea Cadets did us proud, not only the armed salute for the Mayor, they also did a fantastic job of Marshalling the park.





The glorious weather, yet again, brought record crowds to the event.

For most of us the day went without a hitch.

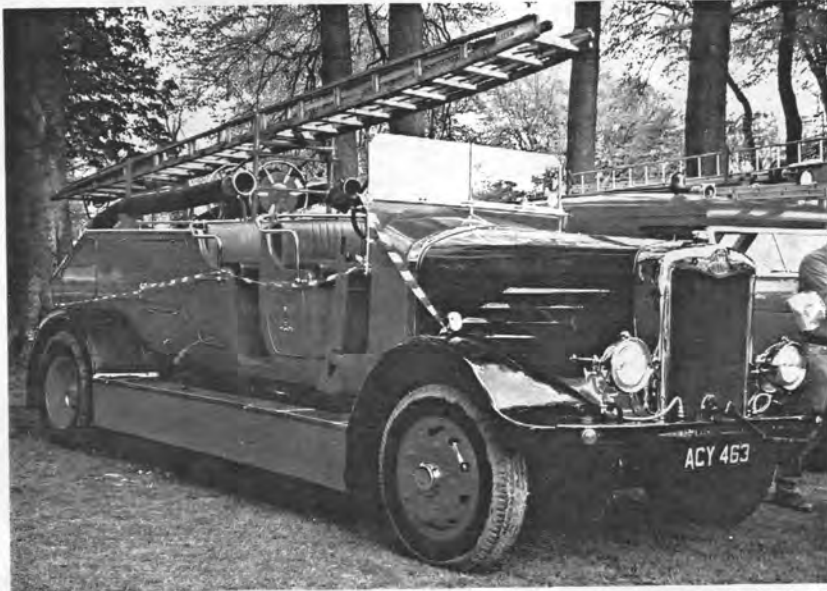


But not quite all of us!!





The show provided a large variety of exhibits, with over 800 entries. Amongst them, Johnny Thomas' 1902 napier, which caused quite a commotion when it arrived - LATE!! - but was a huge attraction to the SHVR stand.





And my highlight of the day, a ride in Tony's Pontiac. But next time Tony, please can we go further than 30 yards.

Here are some of the prize winners.



Here you are Mike, now the wife will have to believe you!!



Treasure trove scrapbook documents motoring marvels

Fairwood's blaze of glory in race world

A UNIQUE glimpse of the thrills and excitement provided by Swansea's brief flirtation with motor racing has been uncovered by a former Swansea motor dealer. Motor racing took place on just two occasions — in 1952 and 1954 — which have largely been forgotten but in their time they proved a major attraction at the Fairwood Airport racing circuit.

The track had names such as Devil's Elbow and Hangar Straight and the events organised by the Welsh Motor Racing Club even attracted a gathering of the sports top speedsters of the day including a young Sir Stirling Moss.

The intriguing events of 1952 when race ace Stirling Moss put in an appearance on Fairwood Aerodrome Circuit came to light thanks to former Swansea motor dealer John Bevan.

John who owned a number of successful car sales operations and who now lives at Birchgrove rediscovered a scrapbook of local motoring memories he saved from a garage clear-out around 20 years ago.

The scrapbook contains a host of motoring memories culled from newspapers spanning the 1930s, 40s and 50s, much dealing with the main motoring marques that were available for sale in Swansea.

THE scrapbook contains much material on the links between the motor trade and leading garage owner of the day Arthur Bassett. John said he was lucky to rescue it.

"I happened to be passing an office one day when it was being cleared out. Being more than a little inquisitive I asked for a look and said, Hey, this is history."

"At the time no one was interested in it but now I am ever so

by
**DAVID
ROBERTS**

glad I hung on to it," he said. The scrapbook contains fascinating facts and figures on many well known makes and marques of car.

There are also advertisements ranging right through the three decades and a host of pictorial material to illustrate motoring events.

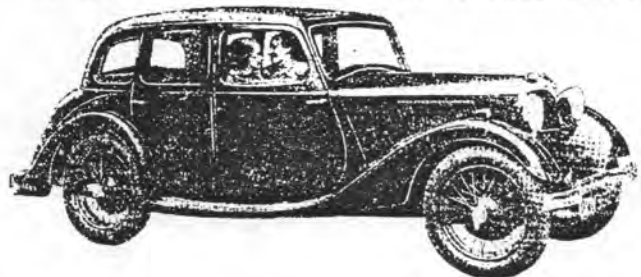
Many of the names of the vehicles are no longer familiar to today's driving enthusiasts but they paint a fascinating picture of the way motoring was.

There is also reference to Swansea's first car auction organised in the then town centre by Bassett's. This took place on Wednesday, May 7, 1958.

There are a whole host of intriguing garage and motor dealing names from the past.

These include names that were once on the tongue of everyday drivers such as CK Andrews, James Phillips, Neath; Francis Motors, Cyril Price at Cwmbwria and Blue Star garages.

The Riley 9 h.p. Monaco at £298 is back—and better than ever!



Every Riley has

- (1) The P.R. Cylinder head for perfect combustion.
- (2) A Direct Drive Dynamo.
- (3) An Automatic Clutch
- (4) Pre-selectagear—the most efficient gear-change known.
- (5) Lever Free Front.
- (6) Air-liner braced box-section frame.
- (7) Inter-Axle Seating.

After a brief season in the development department, the latest Riley Nine is re-introduced to the motoring public in a new form. For the first time it becomes a 6-light Saloon, and has the well-known Riley twin-carburettor engine as standard. Thus, at the same time, both comfort and performance have been enhanced. Every worth while feature and trouble-saving device is included in this amazing motor car—in a direct line of succession with the first Riley Monaco of 10 years ago.



9 h.p. Merlin Saloon £275
9 h.p. Monaco Saloon £298
1½ litre Falcon Saloon £315

The Fel Wraig Dda

Dyma gerbyd sylweddol
Cymeru: gollwch ddiwyddan ardd
fel gwraig dda.

Gallid yw eu cael fel rhyd, ond
llai dros gyfnod o awser; nid
yn unig harddwch a
gwybier, ond eu nodwddion
cadarn parhaol sy'n cyfrif.



Arthur Bassett

LIFE OF RILEY: 1936 advert from the Herald of Wales in the scrapbook saved by John Bevan.



BEST VINTAGE: An impressive line-up of cars at Bassett's showroom.

Time Travels now on sale

SOME of the tales of Fairwood's links with bygone days of speed are revealed in Time Travels, a special 28-page Evening Post publication currently on sale for a short period at newsagents.

The publication covers a whole host of nostalgic transport related subjects ranging from the Mumbles Railway to paddle steamers that once visited Swansea Bay.

There are tales of trolleybuses and steamy memories of when railway locomotives gathered where County Hall stands today. Buses and coaches, bridges and canals are all there too.

Buses and cars, lorries and motorcycles all feature in tales spread through Swansea, Neath, Port Talbot, Ammanford Llanelli and many other towns and villages. Best of all are the memories

of those who lived their lives among some of these bygone modes of transport.

The publication contains a treasure trove of memories and pictures some never before published.

It is a must for anyone with an interest in the way transport and travel shaped the everyday lives of South Wales people down the decades.

A nostalgic look at transport in Wales with the *Evening Post*

Time travels

30p

- ◆ Buses
- ◆ Bikes
- ◆ Cars
- ◆ Boats
- ◆ Racing
- ◆ Trucks

SHVR Events Diary

May

- Sun 21st** Skewen M.C. Classic & Family Day
Baglan Bay, Port Talbot.
- Wed 24th** **SHVR Evening Run**
Christine Broughton 01269 870293
- Mon 29th** Cardigan Vintage Show
- Mon 29th** The Always and Tampax Ladies Driving
Challenge. Pembrey Motor Park. Alison Marsh
01792 473070

June

- Sun 4th** Margam Park - Ford RSO Club.
Julie - 01792 321387
- Thur 8th** **Deadline for June mag**
- Sun 11th** P.O.V.E. Teddy Bears Picnic
John Moody - 01559 362900
- 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**
Mike Worthington-Williams
Finds and Discoveries
Please note, the nights proceedings will begin at
7.30pm, much earlier than usual.
Don't miss it!!
- Sun 25th** **SHVR Castles Run**
Steve Mitchell - 01558 650620
- Wed 28th** **SHVR Evening Run**
Christine Broughton 01269 870293

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 01269 870293

August

- TBA** Three Cocks Vintage Show
- TBA** **SHVR Abertawe Tour**
- 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 01269 870293

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.
Tredger 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 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**

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



IMPORTANT. *If you are organising an event, Please ensure that the details are with me in time to be included in the appropriate issue. There is an awful lot of work gathering, collating and writing information, without having to remind organisers of what they are supposed to be doing.* Ed.

A classic gift to charity



Most classic car enthusiasts from the South Wales area will already know that our friend Gerry Lloyd sadly died last year. His wife, Maureen, and family have decided to give his beloved Jaguar to the Cancer Research Wales Penny Farthing Appeal. The car is to be sold and the proceeds to go to the charity.

For further details and viewing arrangements please contact:-
Derrick Davies, "Eryl",
Penrhiwllan, Llandysul,
Ceredigion, SA44 5NL.
Telephone:- 01559 370885.

Every penny from the sale will go to the appeal.

The Classic car pictured here, a 1965 S-Type Jaguar was the pride and joy of Gerry Lloyd. Sadly, Gerry, of Skewen, Neath, died a year ago, and now, his wife, Maureen, and family have decided to give the car in his memory to The Cancer Research Wales Penny Farthing Appeal.

And it is entirely apt that the motor has been accepted on behalf of the appeal by Derrick and Carol Davies of "Eryl" Penrhiwllan, Llandysul.

They have long been friends of the Lloyds through sharing the same interests - vintage shows and fund raising for deserving causes.

Gerry and Maureen's Jaguar was a familiar sight at the annual Orllwyn Teifi Vintage show at Croeslan, Llandysul.

Their thoughts were always with Derrick and Carol during their son Richard's battle against cancer, a battle that finally ended on a sad note last June.

After he accepted the ignition keys for the car from Mrs Maureen Lloyd, Orllwyn Teifi stalwart Derrick said: "The Cancer Research Wales Penny Farthing Appeal is grateful to Maureen for such a wonderful gesture."

He added that the money received for the Jaguar will go in full to the appeal.

The picture shows Derrick, watched by his wife Carol, accepting the keys for the Jaguar from Mrs Maureen Lloyd.

*Cancer Research Wales
Ymchwil Cancr Cymru*

Reg. Charity No. 248767



*Velindre Hospital
Ysbyty Felindre*

Reg. Charity No. 1052501

Dear friends,

We, the Davies Family, continue to raise money for Cancer Research Wales Penny Farthing Appeal. Sadly our eldest son, Richard, lost his brave fight against cancer on June 10th 1999, aged 30 years. £14,000 was donated to Cancer Research Wales through our fund raising & donations in 1999. A big THANK YOU to everyone who contributed.

Anyone wishing to contribute or organise an event in any way to help this worthy cause please contact Derrick or Carol Davies. Our aim is to find a cure for this dreadful illness.

Help us fight cancer

YOU CAN PAY BY CHEQUE OR POSTAL ORDER

sponsored by: Orllwyn Teifi Vintage, Barclays Bank & Copykats, N.C.E.

I WOULD LIKE TO DONATE £

NAME: ADDRESS:

..... Thankyou

Cheques payable to Cancer Research Wales Velindre Cardiff Hospital Penny Farthing Appeal "C.R.W.V.C.H. Penny Farthing Appeal" and send direct to: Derrick & Carol Davies, Eryl, Penrhiwllan, Llandysul, Ceredigion. SA44 5NL. Or send to Barclays Bank, Newcastle Emlyn. Any enquiries contact (01559) 370885 / (07970) 048334

tales from the boys in blue

The current release of the South Glamorgan Police Set - 97722 - brings back memories of my experiences with the Glamorgan Police Force in the 1950s. All probationary Police Constables were attached to the Mobile section for a month. On one occasion, we were parked in a side lane between Stormy Down and Bridgend waiting for any speeding motorists, when one of the N & C luxury coaches flashed by on the main road. My mobile Police Force driver decided to follow him to check his speed.



To his surprise, the coach driver never slowed down and continued to exceed the speed limit. On our arrival at Bridgend, the driver was spoken to and reported for exceeding the speed limit. He was somewhat surprised and blamed his conductor for being caught.

It appeared that on this run, the coach team were working to a tight schedule and at times would have to exceed the speed limit to keep to their arrival times. One of the conductor's unofficial jobs was to keep a look out for Mobile Patrol officers in their Police cars and signal the driver that they were about. Unfortunately, on this occasion, he had dozed off and failed to notice us.

When we arrived back at the Police station, the other Mobile Patrol officers were very surprised we had caught one of the N and C drivers, as they had got down to a fine art the means of avoiding being caught for exceeding the speed limit. **Thumbs Up!** Whilst a Probationary Police Constable, I used to attend lectures at the Police HQ in

Bridgend and on one occasion borrowed my brother's black MG sports car. With hood down on a lovely summer day, I and another policeman were travelling to Bridgend when once more we came up behind an N and C Coach travelling in the same direction. As we were both in uniform, I decided to follow it and for some miles kept behind it - the coach driver keeping to the correct speed limit.



Feeling sorry for him, we decided to pass and as we did so, gave him the thumbs up sign. He then realised we were not one of the Police Patrol Cars, although we were in uniform. His reply was TWO FINGERS!! Which all goes to prove, some Police Officers were quite human! **An Ex-South Wales Policeman.**



PARK LIFE: Carmarthen Park was the scene of many exciting duels when it was a main Welsh venue for grass tracking.

Let loose at high speed

OVAL track events in Britain can be traced back to 1904 when racing was held on a loose surface at Portman Road, Ipswich.

Two widely recognised dates in the motorcycle world are 1923 — classed as the year of the first grass track racing at the Cambridgeshire Agricultural Show — and 1928, classed as the first year for speedway (known at first as dirt track) at High Beech, Epping Forest, Essex.

Dave Stallworthy is looking for

Contact Dave Stallworthy at C68 Glenfall, Yate, South Gloucester BS37 4LY, phone 01454 321694.

old grass track and speedway programmes. He would also like photographs, news cuttings, magazines and cine film of events.

He is always interested in hearing memories of the events of days gone by.

A few months ago I made a request for information concerning the Glamtax Taxi company that operated in Swansea. Club member Harold George sent me these pictures of his wedding day in 1957. The wedding cars were supplied by Glamtax, they were Vauxhall Wyverns, coincidentally Glamtax used to buy twenty cars at a time, the picture shows JWN 222 which was one of JWN 208 to JWN 228. The company used to run about a hundred taxis between its depots in Swansea and Cardiff.

Glamtax's last depot was the old Kwik Fit Exhaust Centre in York Street which has just been knocked down for redevelopment. The company operated in York Street for over 40 years with no doors as they were a 24 hour service.

The other picture is of Harold's sister-in-law with partner in a Vauxhall Circa 1930's.

Mike Palmer



FOR SALE

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

Vauxhall Astra 1986 D Reg. MOT to 10/2/01, good tyres, clean all round condition. Must sell as space needed for sad Spitfire. £400.
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

Headline : Men Choke in Front of Large Crowd

65,000 spectators watched helplessly as 15 sportsmen choked in front of them, apparently after being force-fed a large slice of humble pie. A doctor attending the scene said that the men had a medical history of this sort of thing: apparently a similar thing had happened last year and in 1990. Interviewed afterwards, Princess Anne said, "Does anyone want this *#%*! Trophy?"

Classified Advertisements

For Sale: One Chariot, (low-swinging sweet type) in urgent need of repair (wheels have come off). One careless owner, details from Clive, Tel: Twickenham 19-13

Lost: One rugby match, believed lost in Murrayfield area. of great personal significance, reward to finder. Call Lawrence on speed-dial.

For Sale: 100,000 Grand Slam T-shirts, ties and scarves - unused (choice of 1998/1999 or 1999/2000). Contact RFU, Twickenham.

Lost: (on way to Murrayfield)

- (i) Plan B
- (ii) Graciousness
- (iii) Bottle

Please contact: G Archer, C Woodward, L Dallaglio (Twickenham).

In Memorium

Slam G: Passed away, 2nd April 2000. Sorely missed by Matt and the boys. Will never forget you, when will we ever see yer like again?

FOR SALE



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**

Triumph Stag. Manufactured pre - 1973, so tax exempt. Auto. Hard top. Seized Rover V8 engine. Should make an easy rebuild project, preferably with another car to donate parts. Suggest a rusty Triumph 2000/2500. Some welding needed, but not a lot. most panels are ok. House renovation forces reluctant sale. £1200 ono. (Condition 3 in Practical Classics is £2200.) **Contact John - 01792 864731**

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. £4,000.

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

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.

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.**

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.**

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.

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**

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**

1967 S-type Jaguar. Maroon, stainless steel exhaust, nice condition. Offers, must sell. **Contact Liz - 01792 771617**

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

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**

Rover P6 2000TC, spares or repair, good mechanics, exhaust, tyres etc. Body work rough. £200 ono. **Contact Ray Kethburn-Thomas - 01792 418437**

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)

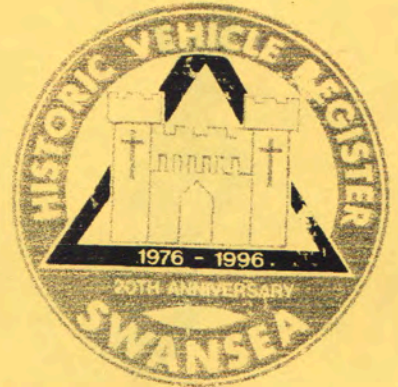
SHVR Regalia



Leather Key Fobs

£1.75

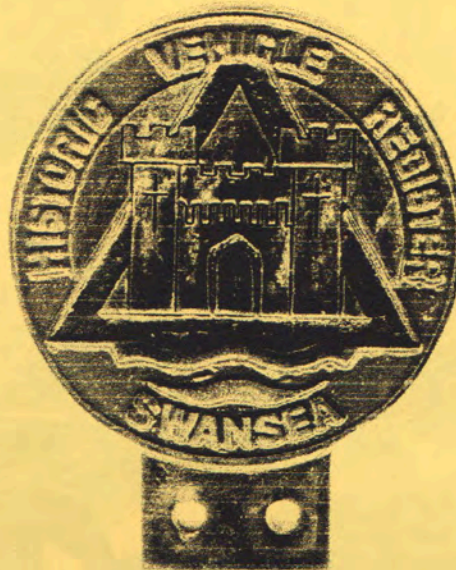
Sweatshirts
SHVR embroidered sweatshirts with standard or 20th anniversary badge. Several colours available
upto XL £17.00
XXL £18.00



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

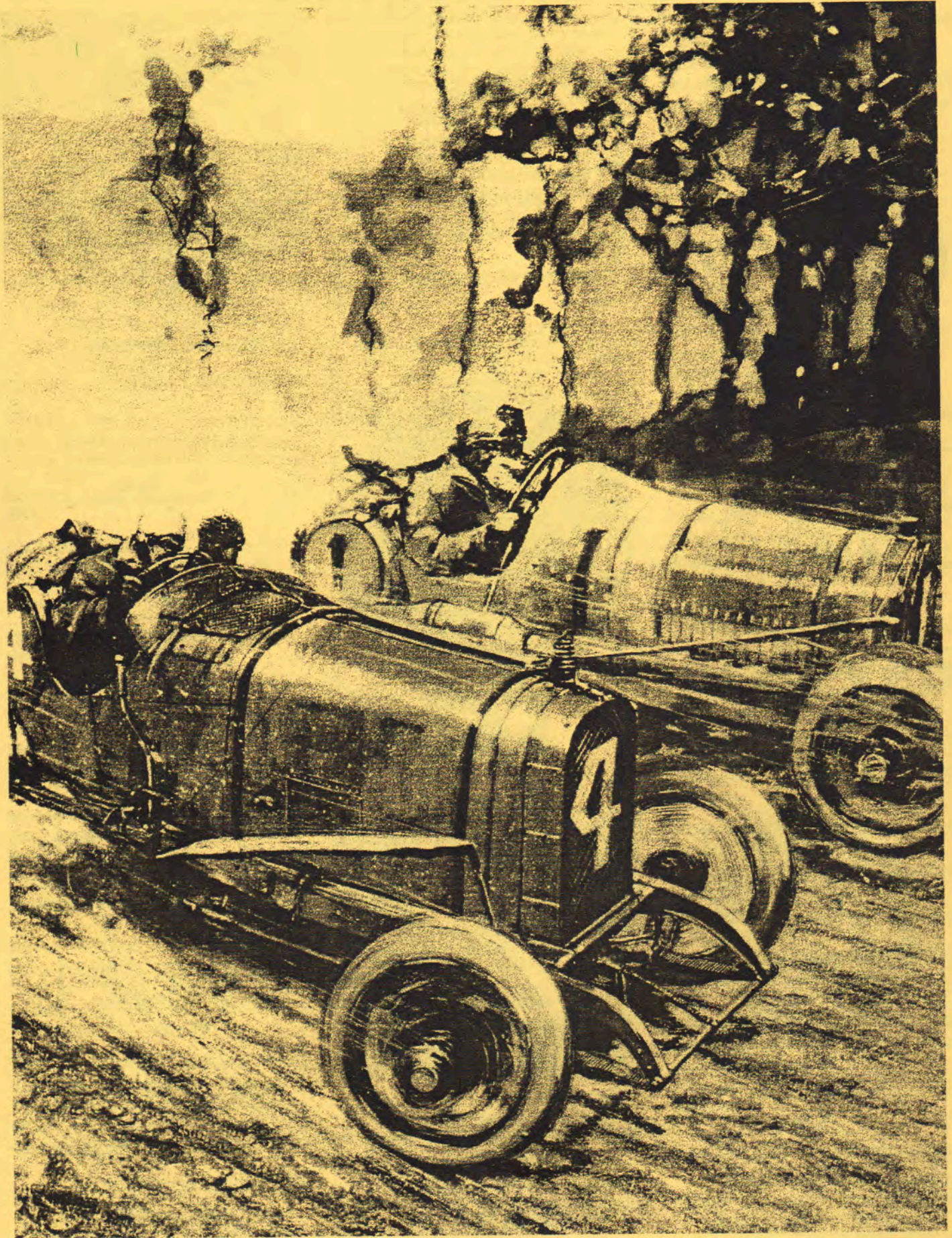
Polo Shirts with a printed logo are also available.
£12.50

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.



Edited and compiled by Mike Palmer & Jan Thomas