

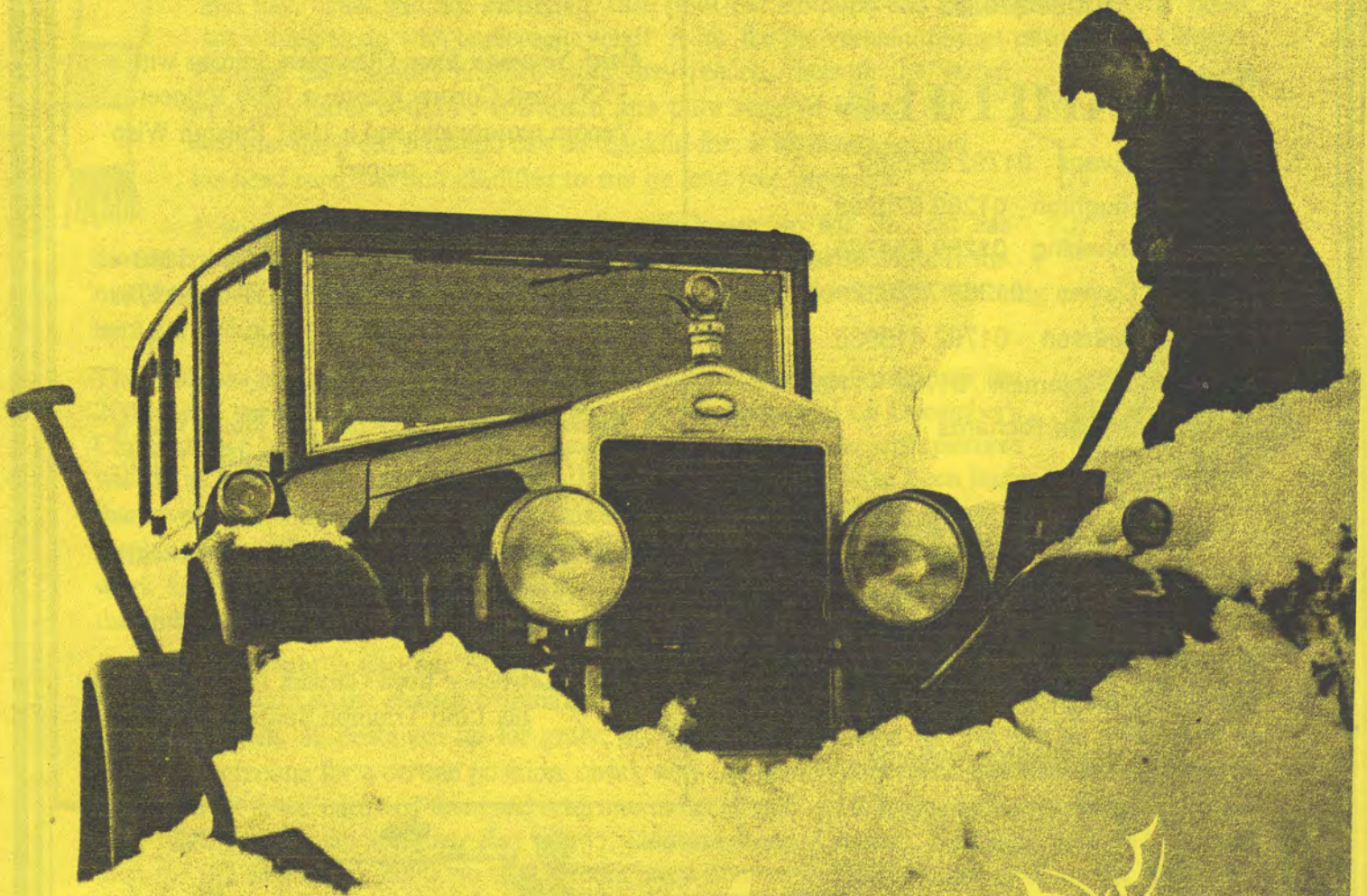


# S.H.V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER  
22 YEARS OF SERVING THE ENTHUSIAST



*December 1999 Magazine*



Merry   
Christmas



## S.H.V.R. OFFICERS

Chairman- Mike Palmer 01792 203638

Vice Chairman- Mike Evans 01792 206686

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Treasurer- Robin Jones

Membership Sec.- Stan Bingham 01792  
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## COMMITTEE

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Dave Channing 01269 854765

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Steve Pearson 01792 416985

Mike & Jan Glinternick 01792 411099

Peter Richards

## PRESIDENT

Johnny Thomas 01267 290215

## VICE PRESIDENT

Mike Worthington-Williams

## Welcome!

We would like to welcome the following new members to SHVR.

**Ken selby** from Llandysul. He has joined with his 1936 Mg TA and his 1961 Rover 110.

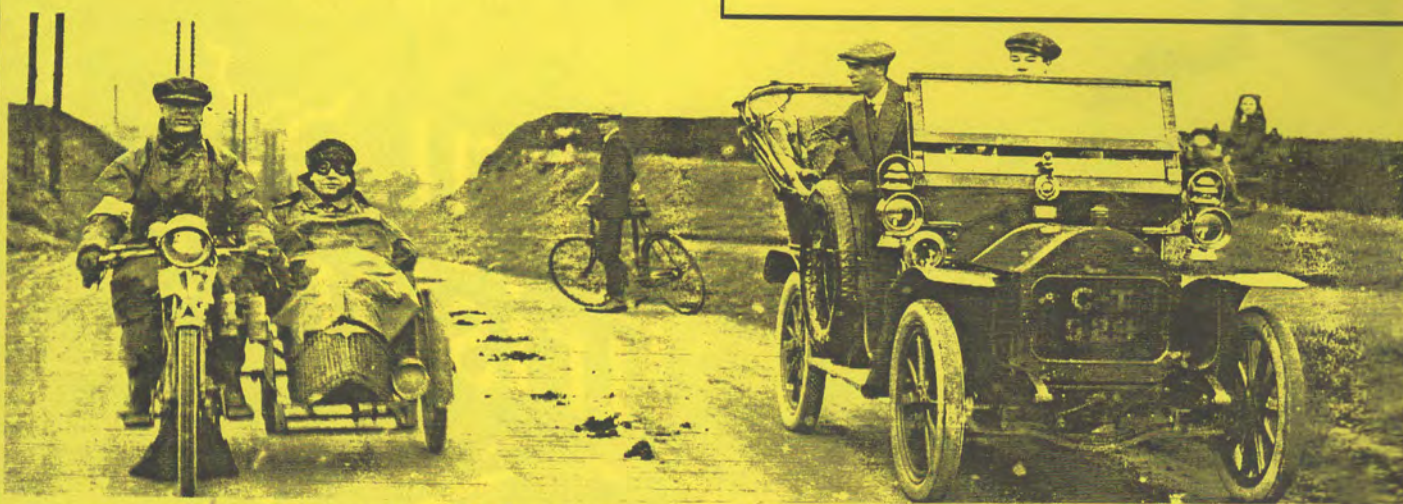
**Paul Newman** from Glanamman, joining with a 1970 Ford Cortina Estate, a 1960 Velocette Venom motorcycle and a 1967 Raleigh Wisp moped.

**Patrick Pattison** has joined with his 1963 Bedford CA van, 1980 MGB GT and 1976 Sparton.

**Stuart Phillips** from Kittle has joined with a 1937 Austin 7 Ruby and a 1934 Austin Nippy.

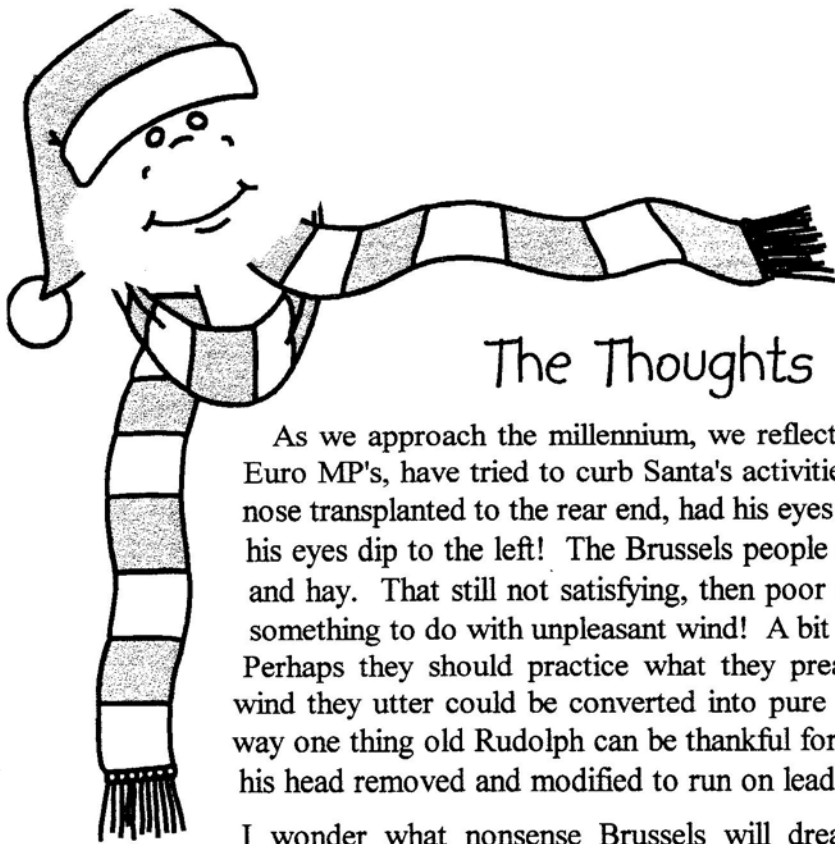
**W.D. Hopkins** from Swansea has joined with a 1965 Morris minor Convertable.

**Donald Lawrence** from Garnant has joined with his 1980 Triumph Spitfire.



An early Darracq halts to watch the progress of a sidecar competitor in a London to Edinburgh trial.  
The roads and traffic are typical of those times.





## The Thoughts of Chairman Mike.

As we approach the millennium, we reflect back on how the European parliament, and Euro MP's, have tried to curb Santa's activities, poor old Rudolph has already had his red nose transplanted to the rear end, had his eyes painted yellow and had surgery to make sure his eyes dip to the left! The Brussels people also made Rudolph feed on unleaded carrots and hay. That still not satisfying, then poor old Rudolph had a catalytic converter fitted, something to do with unpleasant wind! A bit like the verbal utterings of our EEC kill-joys. Perhaps they should practice what they preach, then all the verbal wind they utter could be converted into pure sensible ideas. Any way one thing old Rudolph can be thankful for, is he hasn't yet had his head removed and modified to run on lead free products.

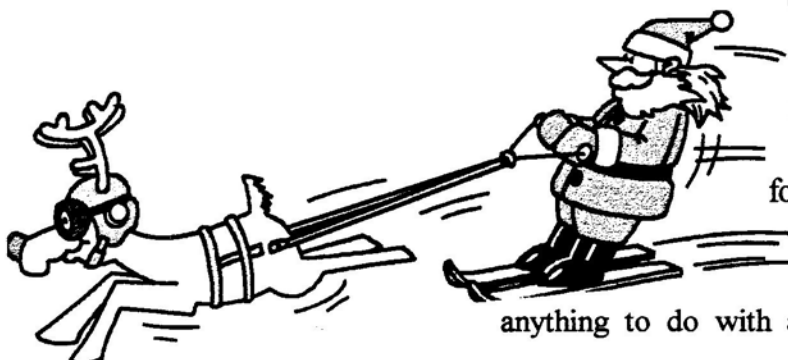
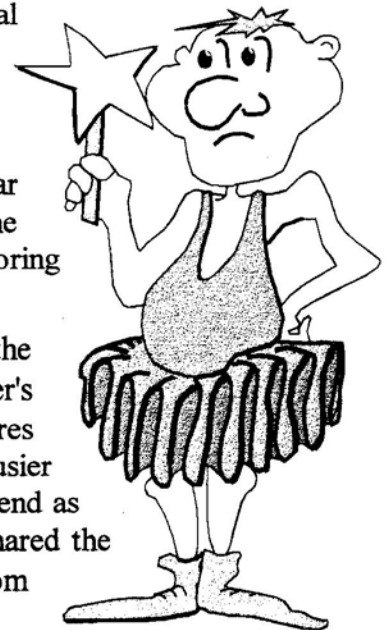
I wonder what nonsense Brussels will dream up for the old car movement in the future? What ever happens we must continue to support the motoring federation and anybody that fights for the preservation of our motoring heritage and our continued freedom of the open road.

The Club has had another very successful year, and membership is still over the 200 mark. we are still giving away money to good causes and on December's Clubnight we will be presenting some more cheques, a full revue with pictures will be in January's magazine. The past 12 months appears to have been busier than ever, and because of business commitments I have not been able to attend as many events, still, not to worry, I have had a good committee who have shared the work load and insured that the members have had maximum enjoyment from the club.

January's Clubnight is also our AGM and the most important part of the evenings proceedings will be the resignation of the present committee and election of a new committee to take SHVR into the new millennium, all posts are up for grabs, so if you wish to stand for election or would like to nominate someone for a certain position, check with the person concerned that they are prepared to stand and fill in the enclosed form and return to either myself at 10, Carnglas Ave., Sketty, Swansea, SA2 9SG. or our club secretary Ray at 145, Dunvant Road, Dunvant, Swansea, SA2 7SJ. no later than the 7th of January 2000, so that if there are a number of people nominated for the same post then voting slips can be printed for the AGM.

Being a committee member of SHVR is a very responsible job and you must be totally committed, the success of SHVR over the years has been due to the conscientious hard working officers of the committee, in fact since we took over the running of Singleton the committee and their helpers have never worked so hard. So lets go into the new millennium continuing to build on SHVR success, we lead others follow.

In last months magazine I made a request for any information, especially photos of anything to do with a famous Welsh taxi company "The Glamtax





*On the film set of The Young Winston, in 1971. Mike Palmer playing the part of a very short soldier, is pictured with Edward Woodward.*

Group". I received six phone calls and four letters all with very helpful information, my thanks to you all with the exception of one letter with a photo from my past!

In 1971 I was working for Glamtax, it was my job to drive Richard Attenborough to and from location in the Swansea Valley were at the time they were filming "The Young Winston". From time to time the casting department employed some hopeful extras, and on this particular day some 60 people were required to sit on a train dressed as soldiers whilst one of the stars, Edward Woodward, shouted orders for us to fire on the Zulus, most were killed! That probably explains why there aren't many Zulus living near

Craig-y-nos.

In last months Classic Car Mart there was a free pull-out "The essential Guide to the NEC Show". on page 22 there was an article on clubs from early times, eleven magazines were featured, one of which was SHVR, just another mark of our clubs success, and our thanks to Mike W.W. for the inclusion in his feature.

Not only is January 1st 2000 the start of the new millennium, it also means subs are due. £12 to Stan ensures 12 months of fun and mayhem all included in your membership for 2000.



The committee and myself wish you all a very Merry Christmas and a safe and prosperous New Year.

*Mike P.*

*A sidecar outfit high on Rosedale Chimney in Yorkshire, the driver and passenger searching for grip on the poor surface while the spectators will them on.*





# Eleven Days to 2000

**With this issue of the SHVR magazine being the last one of the year and of this century, it is an opportune time to look back at few of the motoring milestones and motor related events which have taken place during the past 100 years.**

- 1900 The Prince of Wales (later King Edward VII) took delivery of his first motor car - a Daimler.
- 1901 Dennis Brothers opened the first purpose built car factory in Guilford. Clement Talbot of London was registered.
- 1902 The Society of Motor Manufacturers and Traders was registered.
- 1903 First issue of the Motor Magazine was launched. Standard Motor Company registered.
- 1904 Number plates required for all vehicles. Speed limit raised from 12 to 20 mph.
- 1905 The Automobile Association was formed. Austin Motor Company registered. Vauxhall move from South London to Luton.
- 1906 Rolls Royce registered.
- 1907 Brooklands race track opened at Weybridge, Surrey.
- 1908 Rolls Royce opened in Derby.
- 1909 Petrol duty introduced at 3d. (1½p) per gallon.
- 1910 Daimler Motor company registered.
- 1911 Ford factory opened at Manchester to produce the model T.
- 1912 First road side telephone boxes opened by the A.A.
- 1913 Britain's first road side petrol pump installed at Shrewsbury.
- 1914 World War I, the A.A. sent a fleet of ambulances to France.
- 1917 Rootes Ltd. registered on September 26th.
- 1919 Rolls Royce opened factory in Springfield, Massachusetts.
- 1920 S.T.D. Motors (Sunbeam, Talbot, Darracq) formed.
- 1921 Car tax set at the rate of £1 per (RAC) horse power.
- 1922 Austin 7 launched.
- 1923 Number of vehicles on British roads exceeds one million, 40% of which are motorcycles.
- 1924 Ford buys 295 acres of marsh land near the village of Dagenham.
- 1925 General Motors acquires a controlling interest in Vauxhall. First Roundabout tried out at Aldwych, London.
- 1926 First traffic lights in Britain (manually operated in Piccadilly, London). Andre Citroen opens a car assembly plant in Slough.
- 1927 First London to Brighton commemoration run. Mike W.W.'s Arthur is born.
- 1928 Britain's first automatic traffic lights are in Wolverhampton.
- 1929 Bentley's come first, second, third, and fourth at Le Mans.
- 1930 Compulsory third party insurance required by the road traffic act, (to take effect from the 1st January 1931).
- 1931 Highway code introduced. Rolls Royce registers Bentley Motors.
- 1932 Safety glass compulsory on all new private cars.
- 1933 E.R. Foden and SS Cars registered. A.A membership reaches 500,000.



- 1934 Cats eyes invented. Hillman Melody Minx first British car to have a radio fitted as standard.
- 1935 Pedestrian crossings introduced with flashing Belisha Beacons. 30mph speed limit in built up areas introduced, also driving tests.
- 1936 Sir Herbert Austin becomes Lord Austin of Longbridge.
- 1937 The Motor Show moves from Olympia to Earls Court.
- 1938 Riley (Coventry) is registered, as is Sunbeam Talbot.
- 1939 First flyover in Britain is opened on the new Winchester by-pass. World War II declared. Petrol rationing introduced.
- 1940 Night-time speed limit of 20mph introduced. Manufacture of cars for civilian use ceases. Purchase tax now at 33.3% on cars and some other goods. Morris Motors re-named Nuffield Organisation.
- 1941 Lord Austin dies aged 74.
- 1944 Standard buys Triumph.
- 1945 SS Cars officially become Jaguar Cars. First British car to be exported to America since V.E. Day (8.5.1945) is an Austin 10.
- 1946 50th Anniversary of the British Motor Industry. Austin buys coachbuilders Vanden Plas of Kingsbury.
- 1947 David Brown buys Aston Martin and then Lagonda. Britain's motorists are brought to a stand still by Arctic winter weather.
- 1948 Flat rate car tax introduced at £10. First Motor Show for 10 years is held at Earls Court. Land Rover launched. Jaguar XK120 launched. Standard Vanguard launched. Vauxhall L Model launched.
- 1949 Rover P4 introduced. Wolseley car production transferred from Birmingham to Cowley.
- 1950 Petrol rationing ends. The world's first jet powered car, Rover's Jet 1 runs for the first time on an airfield near Solihull.
- 1951 A Jaguar C type wins the Le Mans 24 hour race at an average speed of 93.49mph.
- 1952 Austin and Morris merge to form the British Motor Corporation. Final assembly of the last Lea Francis chassis. Lord Montagu of Beaulieu opens Palace House to the public for the display of 6 cars.
- 1953 Pool petrol disappears after 13 years and branded premium grade fuels are re-introduced.
- 1954 Flashing indicators become legal on British cars. Standard introduces Britain's first Diesel engined car the 2ltr Vanguard.
- 1955 Rootes buys Singer. Mike Hawthorne wins Le Mans in a D type Jaguar.
- 1956 Petrol rationing introduced due to the Suez crisis, and lasts from December until May 1957. The Institute of Advanced Motorists is founded.
- 1957 First double white lines introduced on British roads.
- 1958 First parking meters installed in Grosvenor Square, London. Britain's first stretch of motorway (the Preston By-pass, now part of the M6) was opened on the 5th December
- 1959 BMC launches the Mini.
- 1960 The MOT test is introduced for cars 10 years and older. The last Armstrong Siddeley (a Star Sapphire) is delivered to a dealer. Jaguar buys Daimler.
- 1961 The traditional A.A. salute to members is discontinued. Jaguar launch the E type and also buys the assets of Guy Motors.
- 1962 New car launches include: Ford Cortina, MGB, Triumph Spitfire and Lotus Elan.
- 1963 The Leyland Motor Corporation is formed. The Duke of Edinburgh opens Rootes' new factory at Linwood, Glasgow for the production of the Hillman Imp. Vauxhall launch the HA Viva at Earls Court.



- 1964 A suffix letter appears on number plates of British vehicles for the first time. Middlesex registered vehicles carry a letter A. Paddy Hopkirk and Henry Liddon win the Monte Carlo Rally in a Mini Cooper S.
- 1965 Rover buys Alvis.
- 1966 BMC merges with Jaguar to form British Motor Holdings. Lotus Cars move from Cheshunt to Hethel in Norfolk.
- 1967 A blanket 70mph speed limit is introduced (following a four month trial held in 1965). The Breathalyser test is introduced (drivers must not exceed an alcohol level of 80mg per 100ml of Blood).
- 1968 Leyland Motor Corporation and British Motor Holdings merge to form the British Leyland Motor Corporation. The last Austin Healey 3000 leaves the Abingdon production line.
- 1969 The Riley name is discontinued by British Leyland. MOT test is extended to all cars over 3 years old.
- 1970 Heavy Vehicle Driving Test (HGV) becomes compulsory. There are now some 15 million vehicles on Britain's roads.
- 1971 Rolls Royce is nationalised.
- 1972 An all time record of 2.3 million cars and commercial vehicles are produced in Britain. The National Motor Museum is opened at Beaulieu.
- 1973 The Institute of Advanced Motorists welcomes it's 100,000th member. Britain joins the EEC and purchase tax is replaced by value added tax.
- 1974 To conserve fuel supplies a 50mph limit is introduced on British roads.
- 1975 The British Leyland Motor Corporation (BLMC) is renamed British Leyland with the government holding 99.8% of the shares.
- 1976 The Chrysler name replaces Sunbeam and Humber marques. Jensen production ceases after 40 years. Mini roundabouts are introduced. The SWANSEA HISTORIC VEHICLE REGISTER is founded.
- 1977 Ford Launches the Fiesta.
- 1978 British Leyland is renamed BL Ltd. The Motor Show is held for the first time at the National Exhibition Centre, Birmingham (The London Show is renamed Motorfair).
- 1979 SHVR holds it's first Car Fayre for veteran, vintage and classic vehicles at Singleton Park in Swansea. BL and Honda agree to develop a joint model - the Triumph Acclaim. Litres are introduced on Britain's petrol pumps.
- 1980 The last Triumph Spitfire is built at Canley, and the last MGB is built at Abingdon. BL launches the Metro.
- 1981 CB radio is legalised in the UK. Aston Martin is bought by Victor Gauntlett's Pace Petroleum and Tim Hearley's CH Industrials (see December issue of Classic Car Mart for the history of Aston Martin).
- 1982 A licence points system is introduced for driving offences.
- 1983 Seat belt wearing becomes compulsory for drivers and front seat passengers.
- 1984 Jaguar Cars is privatised. Haymarket Publishing buys The Autocar magazine. The foundation stone of Nissan's Sunderland factory is laid.
- 1985 Lead free petrol starts to appear.
- 1986 General Motors acquires a controlling interest in Lotus. The five millionth Mini is produced. The M25 Motorway is completed.
- 1987 Ford acquires 75% of Aston Martin (the remaining 25% in 1994).
- 1988 All new petrol engined cars must be able to use unleaded fuel. Land Rover launches the Discovery.
- 1989 Rear seat child passengers must wear seat belts (if fitted). Jaguar's shareholders approve Ford's bid for the company.



- 1990 Compulsory basic training introduced for motorcyclists.
- 1991 All rear seat passengers must wear seat belts (if fitted).
- 1992 Rolls Royce closes it's Mulliner, Park Ward subsidiary which marks the end of the Phantom VI introduced in 1968. Honda and Toyota start work in Swindon and Derbyshire respectively. At a ceremony held in Mumbles on the 18th October 1992, the SWANSEA HISTORIC VEHICLE REGISTER was twinned with the KINSALE VINTAGE AND CLASSIC MOTOR CLUB (Mike Green and Liam Good were respectively Chairman of the two organisations). This event was preceded by the official twinning of the townships of Mumbles and Kinsale.
- 1993 The Luxembourg registered Bugatti International buys Lotus
- 1994 The Channel Tunnel was officially opened. The IAM welcomes it's 250,000th member.
- 1995 Petrol is no longer sold in imperial gallons, but metric litres.
- 1996 40th Anniversary of the Institute of Advanced Motorists. 100th Anniversary of the registration of the Daimler Motor Company.
- 1997 New Drivers Act targets dangerous young drivers, and police call for action on drug-driving. MIKE PALMER APPOINTED SHVR CHAIRMAN.
- 1998 Road deaths fall to 3,421 - the lowest figure since records began in 1924. 50th Anniversary of the Morris Minor.
- 1999 Vehicle Excise Duty reduced for cars under 1100cc. The SWANSEA HISTORIC VEHICLE REGISTER held its TWENTY-FIRST Rally and Car Fayre in Singleton Park, Swansea.

The foregoing facts may also prove useful as a basis for a pub or family quiz over Christmas or the New Year when you've had enough TV viewing.

**VISITS TO CAR FACTORIES**, as announced in the November issue of SHVR magazine.

Please let me know if you are interested in visiting Vauxhall or the Aston Martin factory. I have already received enquiries and firm bookings and as numbers are limited for both visits, drop me a postcard indicating your interest in one or both visits before it's too late. Both factory visits are in demand by many clubs and have to be booked well in advance. I look forward to hearing from you so that I can start to arrange these factory visits with the two companies for later in the year 2000.

Finally I would like to take this opportunity to wish all my friends and members of the SWANSEA HISTORIC VEHICLE REGISTER, a VERY MERRY CHRISTMAS and a PROSPEROUS NEW YEAR. Safe, enjoyable and happy motoring to you all.

*Ray Legate*



# Vets in practice

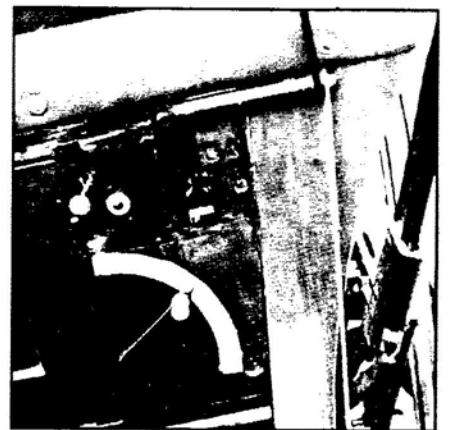
by Malcolm Jeal

**Driving from London to Brighton in a Veteran Car demands extraordinary dedication. Read on to discover the potential pitfalls.**

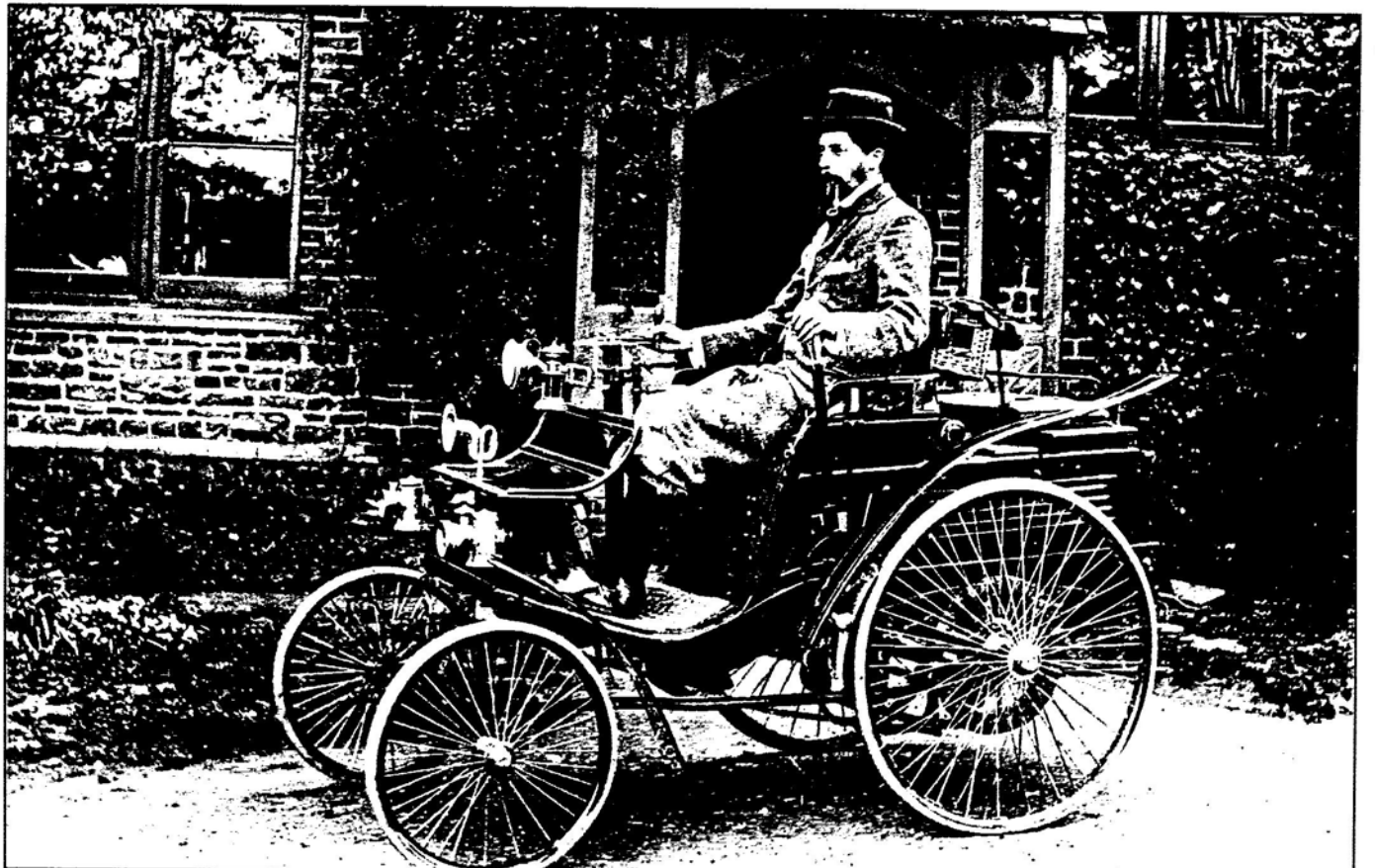
**L**ower yourself into the driving seat of almost any modern motor car whether petrol or diesel powered and the controls come readily to hand. There is a steering wheel with stalks nearby for minor controls, and floor pedals that, from left to right, are clutch, brake and accelerator. In the centre of the car will be a gear lever and a handbrake near it. Cars with automatic gearboxes

lack the clutch pedal, while a select few have steering wheel-mounted flippers, *à la* Formula 1. But the variations in the major controls are few. Basically you get

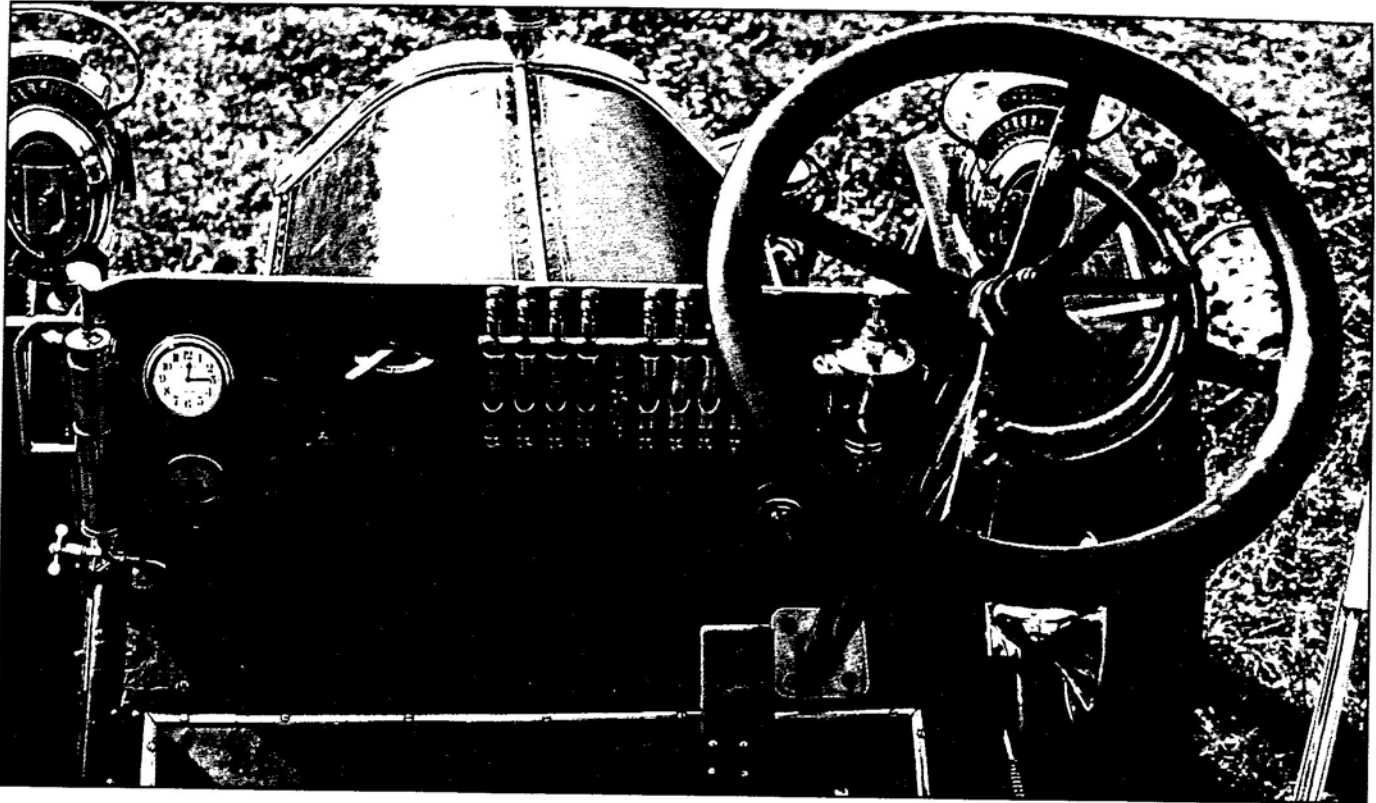
**BELOW** The driver of this 1898 Benz has his right hand on the steering lever and left on the handbrake. Below the steering are the belt-change levers while the ignition and fuel mixture controls can be seen behind the driver's legs.



**ABOVE** Ignition and fuel mixture controls on the seat-riser of a Benz from the turn of the century.







in, turn the key to start the engine, and away you go.

Around the turn of the century, this was by no means the case. One literally climbed aboard a horseless carriage and there was no agreement on the car's power source: petrol, steam or electric. The latter two really need separate consideration so will not be dealt with here.

For directional control there might be a steering wheel or a near-vertical column, but if the car is a Benz or a derivative thereof there would be a tiny vertical lever with pointer, working over a small flat ring, set right in the middle of the car. Just as

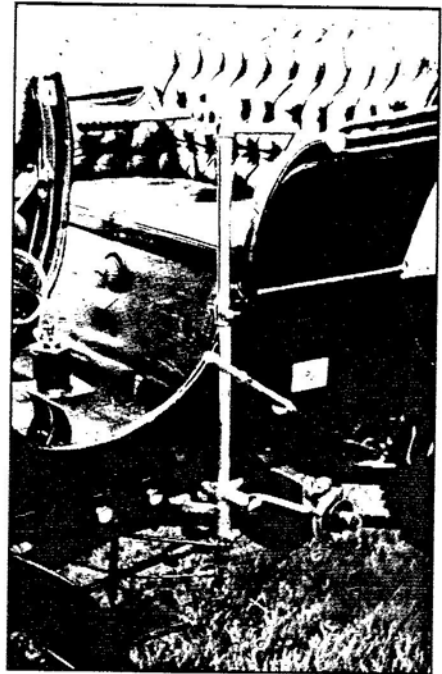
**ABOVE** A novice would soon become comfortable with the controls of this 1903 Mercedes, even the right-hand gate gearchange and handbrake, and accelerator lever on the steering wheel.

**RIGHT** A push-pull side tiller on an American 1903 Knox. With this arrangement, a fat driver would have difficulty in making a right-hand turn.

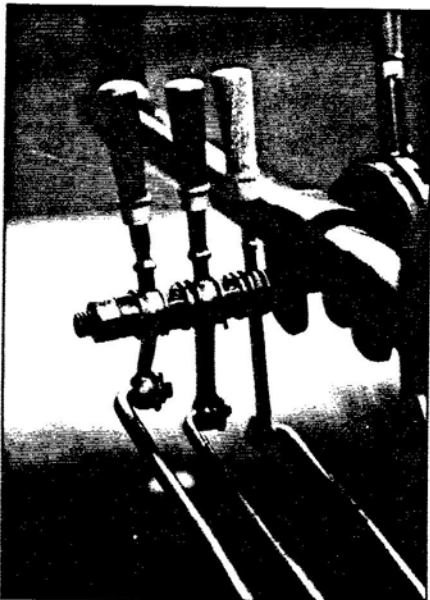
**BELOW** Accelerator, ignition advance and retard and carburettor air levers keep the driver fully occupied, without the permanent attention he needs to give to the steering tiller.

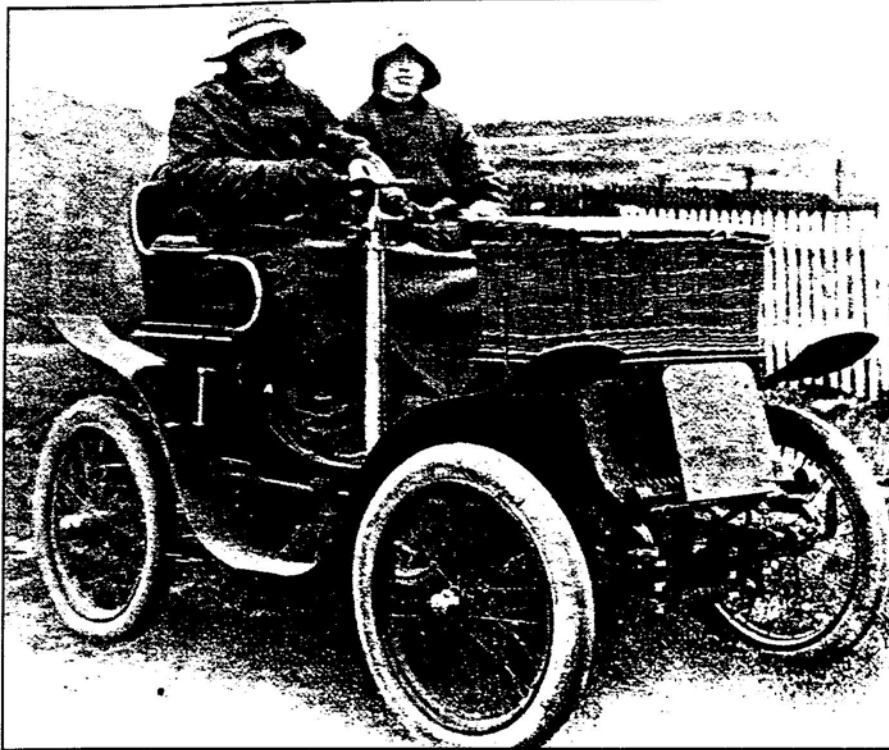
likely the car would be steered by a long lever called a tiller or, to use the graphic French phrase, the *queue de vache* – cow's tail! This tiller, if centrally pivoted, would be moved to the left to turn right, and the converse. If side-mounted, it would be pushed away or pulled back into the driver's midriff for turning, always providing that he was not of overtly ample girth.

It is likely that there would be a footbrake, for the right foot, but this was not universal. If the car was a Wolseley then at first sight the controls would appear conventional, with two pedals on the floor, one for the clutch, the other for the brake. But the left pedal was in fact a transmission brake, so with the engine running, depressing the left pedal rendered engaging a gear impossible. The clutch pedal was in fact on the right. Drive it cross-legged?



The little De Dion-Boutons were exceedingly popular, but they demanded a driving technique all of their own. Depending on date, there might be handle or wheel steering, and a series of controls grouped around the steering column. There was a clutch lever to the left that was moved forwards or backwards to take up drive in the appropriate gear and when pushed down in neutral engaged the side brakes. Ahead of the column was a small lever for the ignition advance and retard, while behind, a similar lever varied ➤





PHOTOS COURTESY OF MALCOLM JEAL

the legacy of horse-drawn vehicles – where almost all the driver’s work is done with the hands – influenced car makers. The problem was, there was simply more for the car driver to do. Automatic devices for the working of the internal combustion engine such as ignition advance and retard, the amount of air needed for the carburettor, and lubrication, have existed for so long that most car drivers today are not even aware of them.

Such was the pace of motor car development between 1895 and 1905 that by the latter date a degree of uniformity had been achieved. Providing a driver could fire up the engine by use of the starting handle, it would only take a few minutes of instruction for a novice to adequately drive a car such as a 1903 Mercedes. Ten, or even five years earlier, the instruction period would be in terms of hours rather than minutes.

To succeed in the London to Brighton journey, veteran cars demand manual dexterity and concentration from their conductors. Both the machines and their drivers deserve our admiration. ●

➤ the amount of air for the carburettor. The only footwork required was to depress the decelerator pedal and when pushed to the floor this also operated the transmission brake.

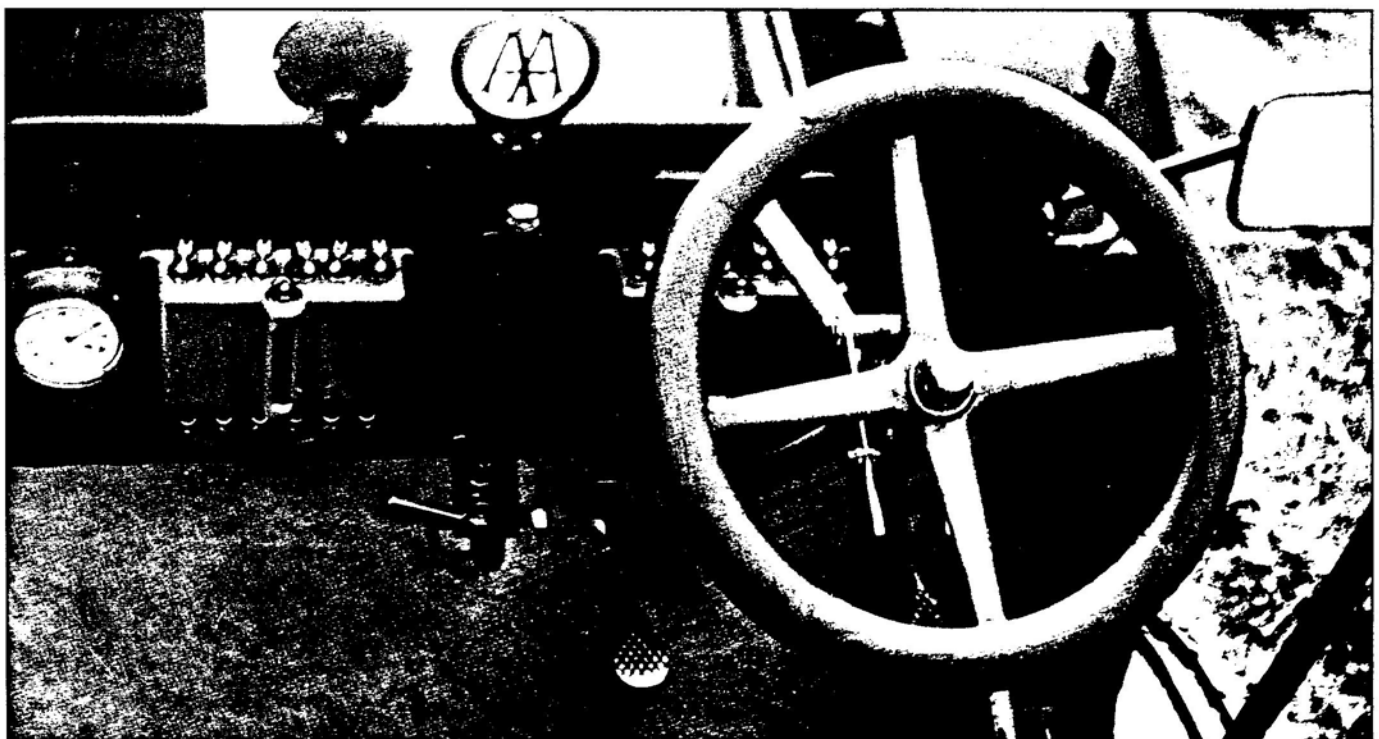
A Benz had a separate lever for each speed and, being belt driven, each lever had to be returned to its mid position thus putting the belt on its loose pulley before the other lever was grabbed to move that speed’s belt on to its fixed pulley to take up the drive. When the conductor of a Benz

was busy steering with his right hand and changing gear with his left, he also had to fiddle with two small levers on the seat riser that varied the mixture control and the ignition. Seeing a Benz steered by its passenger while the driver deals with all the other tasks is not uncommon.

It was not perversity that led early car manufacturers to give the driver so much manual work to do, and so little with the feet, nor to provide the vehicles with numerous control devices. Undoubtedly,

**ABOVE** All the controls on the 1901 De Dion-Bouton are grouped around the steering column.

**BELOW** The controls of this 1902 Wolseley look conventional for the period, with a right-hand gearchange lever and the ignition and throttle controls on the steering column. However the clutch pedal is on the right, the footbrake on the left...

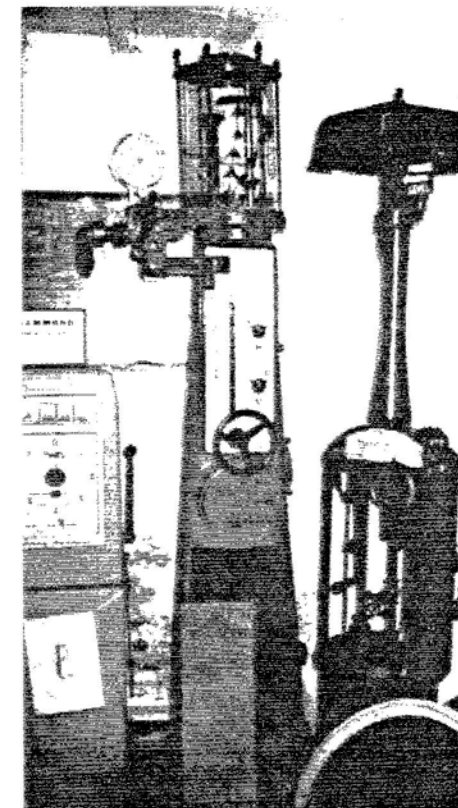




# You Can Fill Up Here (Part 2) . . .

Impressed with the concept of the Theo Multiple Pump, Robin one day asked a pump maintenance engineer when he called if he had ever come across one. "Yes, in Silverton or Thorverton", was the response, and as soon as he could Robin set off for those two villages to the north of Exeter. Enquiries in the former took him to Thorverton and the last known sighting which turned out to be a building site. Not to be deterred, he knocked on the door of an occupied house to discover that he had found the son of the former owner of the site and that pump - the last Shell hand operated pump in Devon - was standing in the garage! An offer was made by Robin and after an anxious wait accepted. Quite recently Robin has purchased another example where the petrol is raised to the delivery tank by vacuum created by the withdrawal of air through powered suction. His wait for that one was much longer for he first spotted it a number of years ago when going ashore from the Shropshire Union Canal at Market Drayton to phone relatives. Being the man that he is Robin made enquiries about the ownership of the pump and wrote to the owner when he got home. For going on nine years there was silence and then, much to his great surprise, he was invited by a third party to make an offer in excess of the one that had already been made. He did and he is now the delighted owner of that Theo Multiple Pump.

Including the pumps on the forecourt, there are over thirty pumps in Robin's collection.



*A Theo pump, photographed at the Museum of Pump Maintenance Ltd.*



His first was a Bowser which he bought at a collectors auction in Torquay when he had actually gone there to look at some model lorries which might have had a place in his collection of those. He has four other Bowsers, three of which, which are the one gallon open type of pre-1920, came from a site in Burnham on Sea in Somerset ( I wonder if Grandfather ever filled up from them). He has a number of Waynes including the first computer headed pump which they made in 1936, whilst they were still producing what was then the traditional clock face type., and he has one of those from that era. the former came from Maiden Newton and the latter from Nether Stowey.

Some of his pumps have been used on site by film producers to recreate period motoring scenes. Three by Avery, which were on the forecourt of the service station when he bought it, figured in an episode of 'Miss Marple' shot in nearby Sidmouth, whilst he took a Bowser and Gilbarco (and a number of signs) to return to life a garage at St. Mawgan in Cornwall that had for some time been closed. That was for a Sir Peter Wimsey' film. The removal of the Avery pumps meant he had to find replacements and he purchased three at Corfe near Taunton, and another trio in Crediton. All were dismantled and three good ones were made and resprayed by Robin.

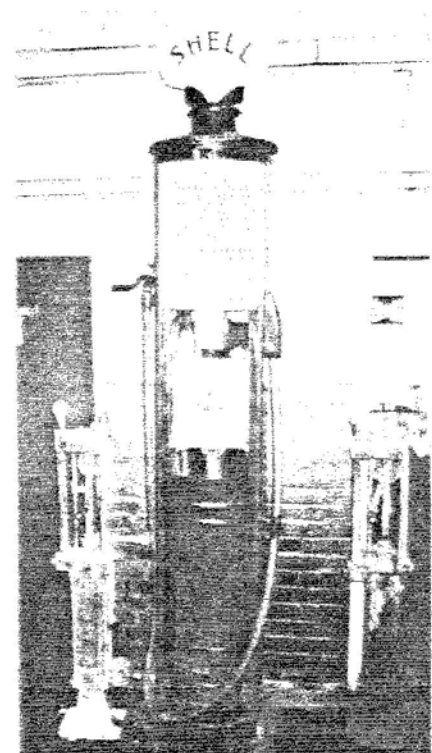
Not Surprisingly, his own filling station attracts advertising agents and in 1993 Sun Alliance used it for a major campaign based on one's recollection of when petrol was 4/6

*A pair of Waynes pumps, circa 1936/7, with the first computer headed one on the right.*

(22½p) a gallon. More recently Triumph Motorcycles' agents chose it for a backdrop for their new 'Daytona'. By the way the globes are plastic replicas made from a mould produced by Robin - the glass originals are elsewhere, with pieces that are very much new to me, including R O P (Russian Oil Products) 'ZIP'. Whenever he can, Robin likes to include in the film props his oil cabinet which came from Excelsior which he has restored and painted red, replacing the very drab green in which it was found.

The variety of enamel signs and other advertising material in the collection is considerable and has come from Bovey Tracey and several other locations, not least of which was a skip. he had heard that the small Chantry Garage at Whitford north of Colyton had closed, and when he got there he was shaken to find some of the contents already in the bin. He negotiated a stay of execution, emptied the skip, which had already received a number of signs that had been identified as 'rubbish', and was then given permission to take whatever else he wanted. How lucky he was - or do you create your own luck?

Perhaps the most unusual source was a shed quite near the railway line at Whimble. When on a train, his nephew had noticed a sign which seemed to mention a well-known Sunday newspaper, incorporated in the sheds structure. The news was passed and the hunt



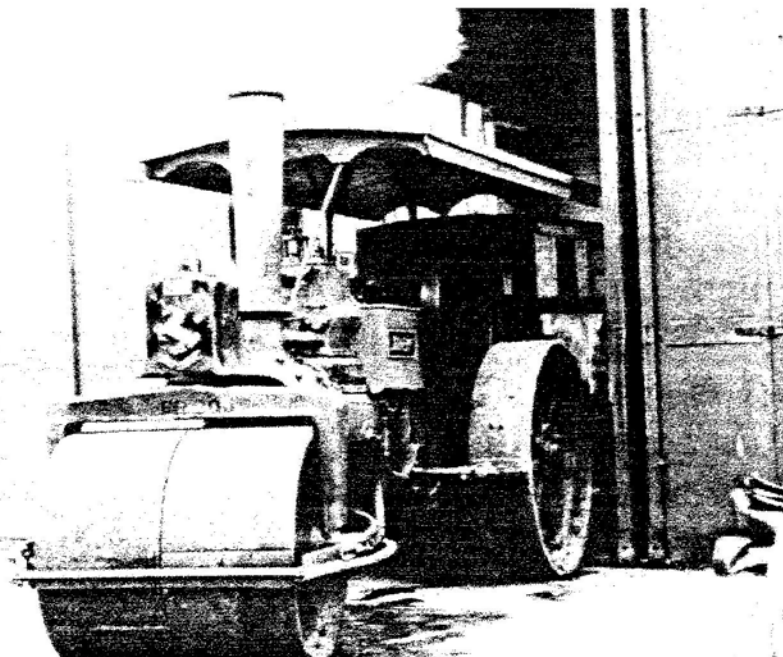
*Two of the very early Bowser pumps from Burnham on sea and one made for Shell.*

was on. The surprise of the owner when she was approached was considerable but was surpassed when Robin made an offer, for all sixteen were motoring related and had been taken from a relatively local garage when it had closed some years previously. That vigilant spotter deserved and earned more than a pat on the back that day.

The recession and other business commitments have caused Robin Barnard to at least shelve his plans to establish a museum in a new building behind the filling station at Colyford to accommodate his artefacts. That has given him more time to work on his three vehicles, the most substantial of which is his Aveling steam roller, which was actually purchased by Robin and his father to roll in hard core to convert a field in front of what was then their house in Seaton, into a substantial car park. October 1966 saw them at a farm dispersal sale at Bradford Down in Dorset and there they purchased PR 205, supplied in March 1923 as works No.10574 to Edisons in Dorchester, who gave the 10 ton piston valve engine fleet No. 472.

Although the roller was steam at the sale, Derry Thompson who knew Edisons and the roller, suggested that it should be retubed, using tubes that he believed were still held by the original owners. That he did on the spot, for it had to remain on site for several weeks because neither of the two low loaders that they had taken to the sale to bring it away would accommodate the roller. Having used the Aveling in earnest at Seaton, it was steamed only on the odd occasion until 1976 when Robin decided that the time had come to enjoy the experience of steam.

he asked Mr. Dove a Marshall owner of Buckfastleigh, to look at the roller and recommended the immediate replacement of the smokebox and some additional work which he undertook at home. The Aveling



*Robin Barnard's former Edison Aveling & porter steam roller, No.10574, a 10 ton roller built in 1923.*

was then steamed at the Dart Valley Railway Jubilee celebrations and the following day's festivities in Seaton. He was also a regular entrant at the Honiton Hill Rallies for a number of years, in company with his very good friend Richard Parkinson, who is currently restoring the former King's speed-six Foden, and actually brought the Robey tri-tandem, now in Tavistock, to Devon. The Aveling is currently out of certificate but it is not anticipated that its return to steam will be a problem.

In recent years Robin Barnard has owned three living vans, although two have since been sold. They too played their part in films for the producers found that they were sufficiently large to mask buildings or other structures which were out of character with the rest of the buildings in the shot,

whilst adding quality to it. The van which Robin has retained caught his eye when standing in a field which he regularly passed. Being the persistent chap he is, he eventually found the owner who explained that he had bought it at the Bradford Down sale and that it was originally an Edison. In fact, Robin's roller had towed the van to the sale, he learned. Thereafter it was a question of negotiating a price and the roller and van were reunited - with Robin of course!

One thing so often leads to another as the acquisition, in 1978, of the Dennis 30cwt lorry of 1933 was to show. that YD 7429, new to Wheatons of South Chard, and bodied by Vincents of Yeovil, he discovered in a totally rotten state in a field relatively close to home. Its cab and body were really beyond repair, it had only two of its six wheels and its radiator was from an Albion. The farmer told him that a pair of wheels were standing behind a garage in Colyton to where he had taken them 25 years previously for puncture repairs - and they were!

Membership of the Historic Commercial Vehicle Society led Robin to Phillip Jenkinson of Shebbear in North Devon, where, at that time he had an agricultural museum. Phillip was restoring a rather earlier Dennis fire engine to solids and was only too willing to lend Robin a pair of wheels. And so the Dennis was taken to Seaton.

Robin cutout the really bad parts of the chassis and welded in new pieces but real progress could not be made until essentials were found. But one cannot be selective in acquisition and so all leads were followed once he bought another engine from Phillip



*The signs that were part of a shed.*

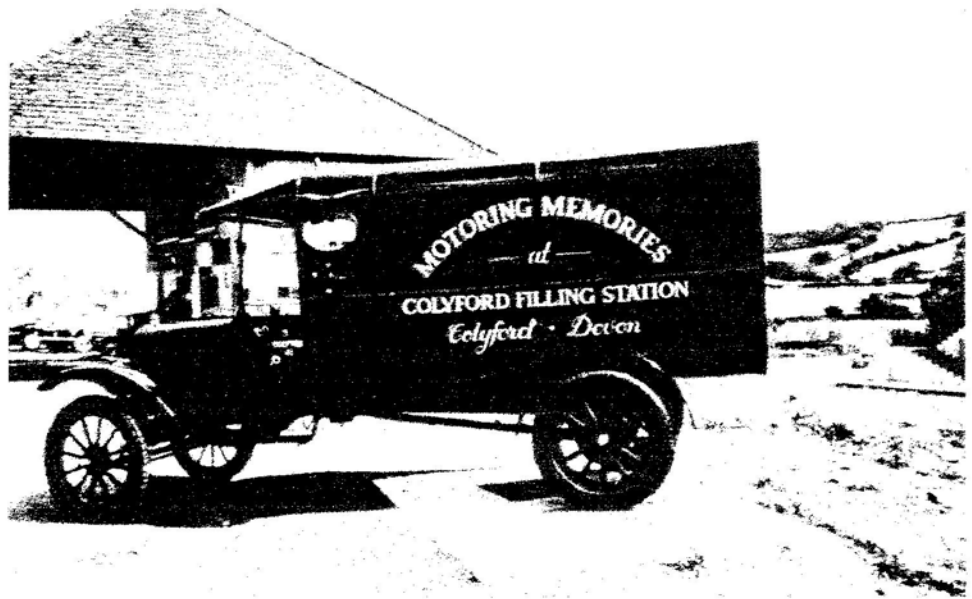


Jenkinson, for the one in the lorry was beyond repair. An advert in the H.C.V.S. journal took him to Milton Keynes for parts for the rear axle and, whilst he was contemplating that business, he was told that it was possible that a coal merchant in Yorkshire had some parts. He had broken two and had simply put the pieces to one side. Robin drove north and returned with a number of items ranging from wings to the spring for the bonnet clips.

Then he had some more luck. he visited Hardwicks in Ewell, Surrey with the possible purchase of a steam lorry in mind. The price beat him but he did leave some cash behind in exchange for the chassis of two Dennis lorries, one a dust cart, the radiators of which had revealed their origins. And he was looking for one to replace the Albion version which a previous owner of his lorry had used to replace the original which had been smashed in an argument with a bridge! Robin had actually rebuilt a radiator in shape only but the casting made from the resulting mould was a disaster. With two available he was able to build one good one although he did have a problem with fittings, for the original on his lorry was slightly smaller.

The cab and body of the Dennis were built by Mike Rowlands of nearby Colyton. He is an expert in the restoration of wooden vehicles of any type and it was he who, knowing of Robin's interest in automobilia generally, told him of the existence of the Excelsior Garage and Motor Works Bovey Tracey. Robin fabricated those parts that he could not find, and in that respect he was fortunate to learn of a collector in Sidmouth who, amongst many other interesting vehicles, owned a Dennis lorry. Robin went to see him, received an outstandingly friendly welcome, and was told that he could borrow what ever he liked. He was able to reciprocate with the loan of the gearbox speedometer fitting which the other vehicle lacked.

They got on splendidly and during the course of one conversation the gentleman asked



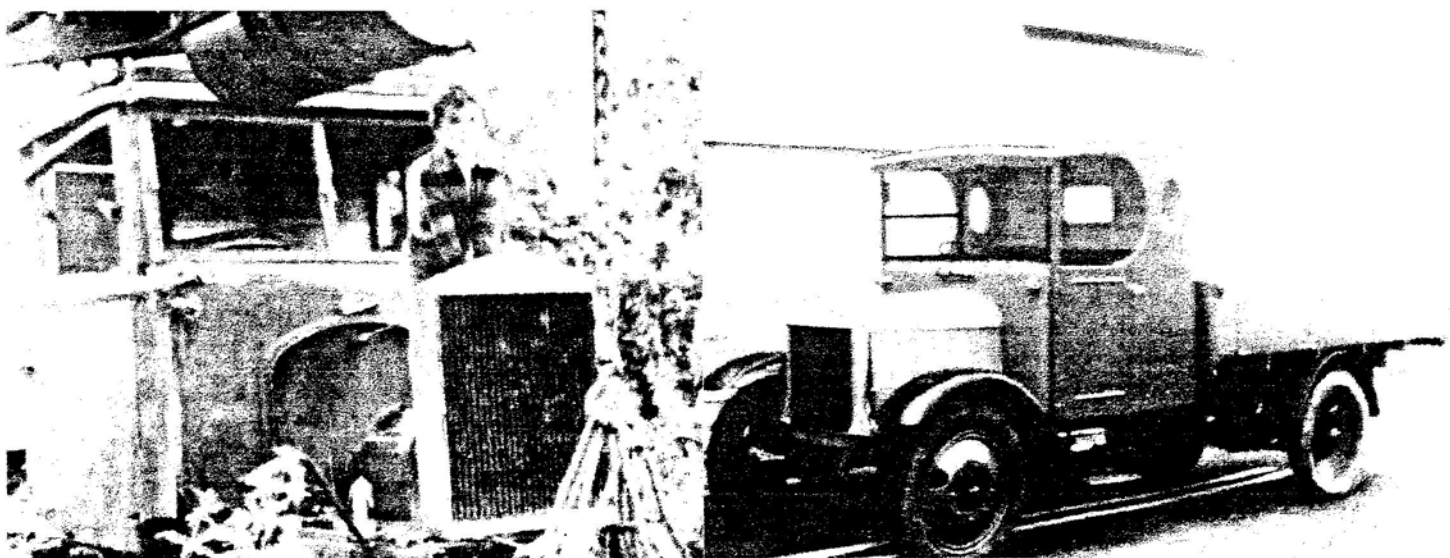
*Pictured along side the filling station is this immaculately restored Ford model T van.*

Robin if he would like to think about owning a Model T truck for he had one lying at his business in London. Robin expressed enthusiasm and the Ford was eventually brought to Sidmouth, it's arrival coinciding with the sad news that the owner had just passed away. However his daughter assured Robin, when she broke the news to him, that the Model T was in Sidmouth for him should he want it. And so HR 5149, new to Austin Grant of Salisbury on the 12th August 1921, became his. It had been bought at auction as an abandoned school project.

The gentleman had got the engine running and had fitted new tyres, wings, bonnet and other pieces and had had the radiator restored and, although it had a cab, the former one ton truck had no body. Robin left it alone until a couple of years ago when he decided to rebuild it as a van. He saw one on a film set back in 1983 and had photographed it then and had measured it when he had seen it again in a Ford dealer's showroom in Oxford. It is original

and belongs to Niel Tuckett who was managing the spares for the Model T Owners Club. Neil agreed that Robin and Mike Rowlands could again measure it before Mike built the frame, which Robin then clad in aluminium. He also sprayed it and had the sign writing done by John Corah of Bovey Tracey, one of the leading lights behind the Historic Transport Clubs annual July Devon Coastal Run. Not happy with the transmission, Robin took the van to Neil Tuckett for his expert attention. The problem was not serious but Neil Tuckett was delighted to see a photograph of the van along side his own, complementing Robin on what he had achieved.

At the suggestion of our editor, I called to see Robin Barnard to talk about the delightful Colyford filling Station. That visit turned out to be one of pure nostalgia and was probably the most fascinating four hours that I have spent with any preservationist and collector, but I could have doubled the duration of the call and I would still not have seen and heard everything.

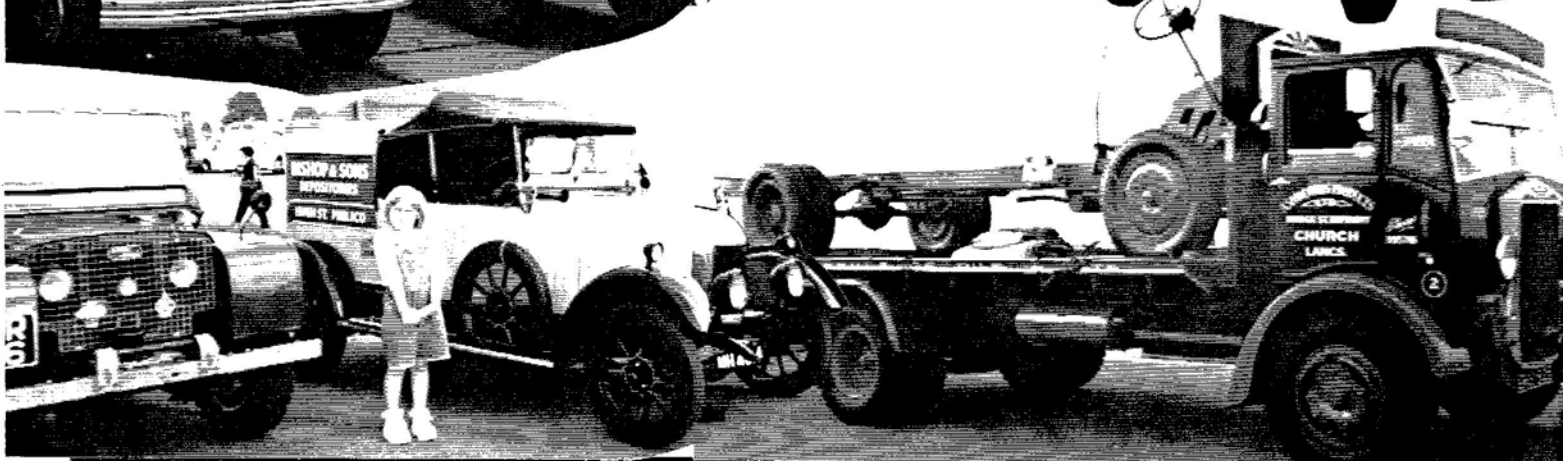


*The Dennis 30cwt lorry, as found (note the Albion radiator) and with restoration nearly completed.*



**- Commercial Corner -**

*Pictures of the 1999  
Bournemouth to Bath  
H.C.V.S. Road Run.*



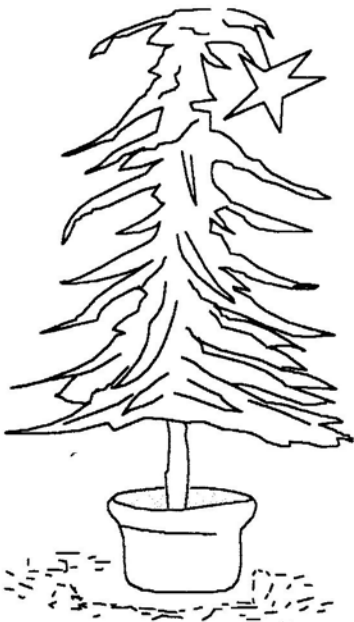


# *Santa Deals With Political Correctness!*

'Twas the night before Christmas and Santa's a wreck...  
How to live in a world that's politically correct?  
His workers no longer would answer to "Elves",  
"Vertically Challenged" they were calling themselves.  
And labor conditions at the north pole  
Were alleged by the union to stifle the soul.  
Four reindeer had vanished, without much propriety,  
Released to the wilds by the Humane Society.  
And equal employment had made it quite clear  
That Santa had better not use just reindeer.



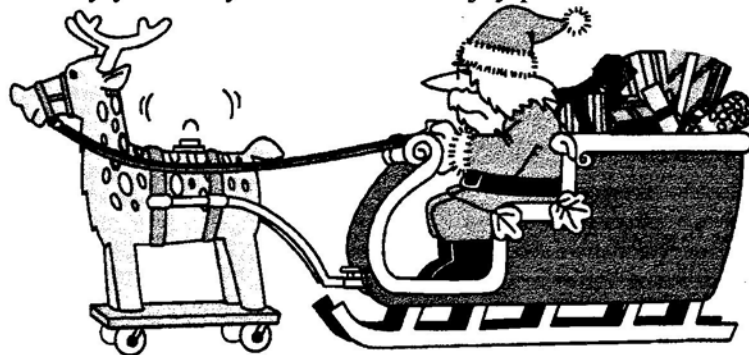
So Dancer and Donner, Comet and Cupid,  
Were replaced with 4 pigs, and you know that looked stupid!  
The runners had been removed from his sleigh;  
The ruts were termed dangerous by the E.P.A.  
And people had started to call for the cops  
When they heard sled noises on their roof-tops.  
Second-hand smoke from his pipe had his workers quite frightened.  
His fur trimmed red suit was called "Unenlightened."  
And to show you the strangeness of life's ebbs and flows,  
Rudolf was suing over unauthorized use of his nose  
And had gone on Geraldo, in front of the nation,  
Demanding millions in over-due compensation.  
So, half of the reindeer were gone; and his wife,  
Who suddenly said she'd enough of this life,  
Joined a self-help group, packed, and left in a whiz,  
Demanding from now on her title was Ms.  
And as for the gifts, why, he'd ne'er had a notion  
That making a choice could cause so much commotion.  
Nothing of leather, nothing of fur,  
Which meant nothing for him. And nothing for her.  
Nothing that might be construed to pollute.  
Nothing to aim. Nothing to shoot.  
Nothing that clamored or made lots of noise.



Nothing for just girls. Or just for the boys.  
Nothing that claimed to be gender specific.  
Nothing that's warlike or non-pacific.  
No candy or sweets...they were bad for the tooth.  
Nothing that seemed to embellish a truth.  
And fairy tales, while not yet forbidden,  
Were like Ken and Barbie, better off hidden.  
For they raised the hackles of those psychological  
Who claimed the only good gift was one ecological.  
No baseball, no football...someone could get hurt;  
Besides, playing sports exposed kids to dirt.



Dolls were said to be sexist, and should be passe;  
And Nintendo would rot your entire brain away.  
So Santa just stood there, disheveled, perplexed;  
He just could not figure out what to do next.  
He tried to be merry, tried to be gay,  
But you've got to be careful with that word today.  
His sack was quite empty, limp to the ground;  
Nothing fully acceptable was to be found.  
Something special was needed, a gift that he might  
Give to all without angering the left or the right.  
A gift that would satisfy, with no indecision,  
Each group of people, every religion;  
Every ethnicity, every hue,  
Everyone, everywhere...even you.  
So here is that gift, it's price beyond worth...  
"May you and your loved ones enjoy peace on earth."



This poem is copyright 1992 by Harvey Ehrlich. It is free to distribute, without changes, as long as this notice remains intact. All follow-ups, requests, comments, questions, distribution rights, etc should be made to [mduhan@husc.harvard.edu](mailto:mduhan@husc.harvard.edu) . Happy Holidays!



# Classic Motoring Relay

## "Take the Bull by the Horns"

### To Save a Child's Life. (Update)

The Relay started in Milford Haven on 11th October 1998 and the "Horns" are expected back in Wales within Two weeks. Their first point of call will be Ludlow prior to return via Aberystwyth to Milford Haven. Discussions are in hand with ten organisations to help between Ludlow and Cardigan, which should be adequate. However, if other individuals or clubs would like to get involved they will be very welcome. Volunteers should contact Robin, Tel. 01646 693415.

Several groups have promised to join Pembrokeshire Vintage Car Club for the final leg to Milford Haven; which will be a spectacular event. Again all will be welcome and interest should be advised to "Robin".

Svetlana arrived in the U.K. on 29th October 1999, travelled immediately to Birmingham where she received the necessary heart operation the following week. Following some complications involving several trips from Milford Haven to Birmingham she recovered enough to return to the Ukraine on 28th November 1999, two days later than planned. Post operative treatment will continue in the Ukraine where we have been assured that the necessary facilities are available. However, a three month supply of medication was sent with her to ensure its availability.

Svetlana was accompanied by a Doctor and Interpreter from her orphanage in Uman who are shown in the photograph taken at Gatwick just before their return flight.

Fund raising has continued to go well with the "Horns Relay" contributing approximately £7000 to the total £17,000 raised by the Milford Haven Twinning Association. costs will exceed this amount and fund raising will continue to meet the deficit which has been underwritten by several generous people.

Whilst in Wales Svetlana and her attendants were looked after by Dorothy Walter, the driving force behind the operation and leader of the Milford Haven Twinning Association. Attempts are in hand for Svetlana to be adopted by a local family.



Robin C. Blacksell  
31, Castle Pill Crescent  
Milford Haven  
Pembrokeshire  
SA73 1HD  
Tel. 01646 693415

*SHVR made a good donation from the proceeds of a raffle and auction, held during the 1998 Autumn Run.*

# FOR SALE

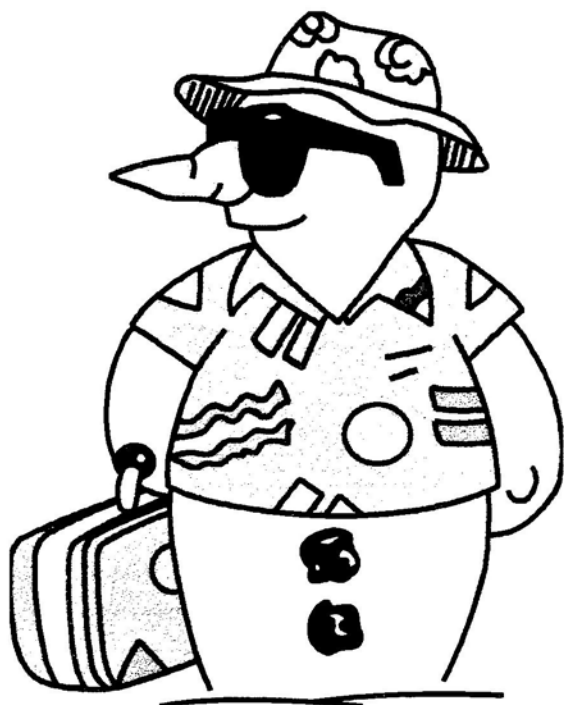
**Austin A30** in running order, needs bodywork.  
Contact Merctech, Heol y gors, Cwmbwrla, Swansea.

**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.

**1929 Morris Cowley Flatnose Saloon**. Tax & MOT. Runs well. In excellent original condition. Needs TLC. £4,600.  
Contact Chris Thomas - 01267 290292



**Mini Cooper** front suspension swivels and hubs, 7" discs, and calipers. 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

**"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. Many parts refurbished and hammered, plus spares. Free to a good home.  
Contact Clive Prior - Swansea 07968 270055 (Mobile)

**Herald 13/60 spares** will part with in exchange for a small charity donation.  
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**1972 Volkswagen Beetle**, 25,000 genuine miles, lovely condition. £2000.  
Contact Keith Webb - 01792 280640

**Ford "sit up and beg" Popular**, Complete.  
Contact Merctech, Heol y gors, Cwmbwrla, Swansea.

**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 203835

**1978 Volvo 245 estate**, 10 months MOT, 4 months tax, tow bar. Good condition. £250. Also 1980 Volvo, Spares or repair. £50.  
Contact Chris Thomas - 01267 290292

**1980 Spitfire 1500**, with overdrive. Good condition, hard/soft tops, some spares. £1100 ono.  
Contact Chris Thomas - 01267 290292

**1960's Busman** double sidecar, sound condition, ready to use. £160 ono.  
Contact Chris Thomas - 01267 290292



# FOR SALE

**Austin A30** in running order, needs bodywork.  
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**1929 Morris Cowley Flatnose Saloon.** Tax & MOT. Runs well. In excellent original condition. Needs TLC. £4,600.  
**Contact** Chris Thomas - 01267 290292

**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.



**Mini Cooper** front suspension swivels and hubs, 7" discs, and calipers. 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.

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**1960's Busman** double sidecar, sound condition, ready to use. £160 ono.

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# FOR SALE

**Austin Healey Sprite 1970.** Tax Exempt. Rebuilt and Up-rated 1340 cc. engine. Overhauled and up-rated suspension with new everything. New floors, cills inner and outer. Huge history file with old taxdiscs, MOT's and receipts back to the seventies. Smart and reliable. £2250 - may take small p/x if very cheap.  
**Contact** Ted Purcell - 01792 865502 (eves & w/ends.)  
- 01792 585533 (daytime)

**Cortina 1600E 1969 Series 1.** Condition poor but complete, needs renovation. Also pre X flow MkII donor car. Sale or exchange for British motor cycle in similar state - prefer twin but W.H.Y.  
**Contact** Mr. Newman 01269 822516

**1978 Triumph Spitfire Convertible,** good condition, £2,500 ono.  
**Contact** Mary Phillips - 01792 232010

**1975 MG Midget 1500cc.,** red, new hood, much work done. £2,500 ono.  
**Contact** Howard - 01792 360107

**Mercedes 280 SE Auto.** 1976 PCY 97. Needs welding for MOT. £750  
**Contact** Tony Crocker - 01554 750018

**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)

**1935 3½ Litre Bentley Sports Saloon** by Park Ward.  
**Contact** John Walker - 01639 643911

**1957 Hillman Minx 1400,** Black, Spares or Repair.  
**Contact** G. Williams - 01792 526175

**Breaking for spares** Morris 8 'Series E'. All Spares Available.  
**Contact** Denzil Williams - 01267 236194

**Riley 1.5 Saloon 1960.** Used daily for the last 2 years. Loads of receipts and history. Original reg. number. Engine out for overhaul. will sell as is £550. New project pressing.  
**Contact** Ted Purcell - 01792 865502 (Eves&Week-ends)  
- 01792 585533 (Daytime)

**Austin 7 Ruby 1937.** Good condition. Tax & MOT. £2700 ono.  
**Contact** Stuart Smale - 0468 710030 (after 8pm 01792 830990).

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

**Rover P6 3500 Auto 1976 P reg.** Power steering. All welding done needs cosmetics. £650.  
**Contact** Tony Crocker - 01554 750018

**1967 S-Type Jaguar.** Maroon, Stainless Steel Exhaust, Nice Condition. £4,500 ono.  
**Contact** Liz - 01792 771617

**20 Year Old Allegro,** mechanically sound, MOT'd, needs some T.L.C..  
**Contact** John - 01792 208802 or (mobile 0850 208802).

**Mercades 200,** petrol, breaking. All spares available.  
**Contact** 01792 232630

**Rebuilt Engine for MGB** incl. carbs, starter and alternator etc. - not run since rebuild. Also overdrive, gearbox and propshaft for same. £450 the lot.  
**Contact** Ted Purcell - 01792 865502 (eves & W/ends.)  
- 01792 585533 (daytime)

**Jaguar Parts.** New power steering pump (3.8 & 3.4). Belt tensioning pulley system (3.4, 3.8 & 2.4). 2 sealed beam units. Mk7 driving light, fuse box cover, tail light (boot door unit) and light switch. Clock (Mk7 & Mk1). Speedometer Mk1.  
**Contact** Keith Jones - 01269 593345

**Austin 12/4 Parts.** One crankcase and crankshaft, one block and rods, two heads, one cylinder and one ball change gear box. £100 the lot. Will sell separately.  
**Contact** Stuart Phillips - 01792 234605

**Morris 1000 BMC** mini moulds to make fibreglass wings, offers around the price of fibreglass wings. Sale or exchange any British motor cycle W.H.Y. even basket case.  
**Contact** Mr. Newman 01269 822516

**Austin 10 Lichfield Front Axle (New)** £10. Sump £2. Austin Heavy 12/4 Side Lamps, Various Electrical Parts. Speedometer, Ammeter Charge Switch and Light Switch. Also pair of rear side screen frames to fit very early Rover(?) convertible.  
**Contact** John Walker - 01639 643911

## 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

### 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:

Mike Palmer, SHVR,  
10 Carnglas Avenue, Sketty, Swansea. SA2 9JG

### 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), Ray Kethburn-Thomas (01792 418437) or Dave Channing (01269 845765).



# SHVR Events Diary

## December

**Mon 27th** CHRISTMAS RUN  
Christine Broughton  
01269 870293

## January

**Mon 17th** CLUBNIGHT (AGM)  
**Sun 23rd** SUNDAY RUN  
Christine Broughton  
01269 870293

## February

PARIS RETROMOBILE TBA  
**Mon 21st** CLUBNIGHT  
**Sun 23rd** SUNDAY RUN  
Christine Broughton  
01269 870293

## March

**Mon 20th** CLUBNIGHT  
**Sun 26th** 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.

## April

**Mon 17th** CLUBNIGHT  
**Sun 23rd** SUNDAY RUN  
Christine Broughton  
01269 870293  
**Sun 23rd** P.V.A.M.&C.C.C. Millenium  
Run (to St. Fagans)

## May

**Mon 1st** S.H.V.R. Vintage car Fayre.  
**Mon 15th** CLUBNIGHT  
**Sun 21st** SUNDAY RUN  
Christine Broughton  
01269 870293  
**Mon 29th** Cardigan Vintage Show

## *- Mid Monthly Christmas Run - Monday 27th Dec 1999*

*By Popular request our regulars have asked that due to Christmas family commitments the Sunday Run be held on Monday 27th December 1999, and start at our usual place of Pont Abraham. But Please be there by 10am. as we need an early start. Book in advance Please with Chris on 01269 870293.*

# Beginning of the new motorway era

ALTHOUGH Britain's first stretch of motorway, the Preston bypass, was opened in 1958, it was several more years before Britain's most famous motorway — the M1 was completed.

The first phase of the London to Leeds road opened in 1959 but it was not until the mid-1960s that Nottinghamshire sections of the motorway were completed and the country came "on stream".

The six miles of motorway between Sandiacre and Nuthall were opened in August 1966 and it was not until May the following year that the Nuthall to Annesley section was complete.

It wasn't all plain sailing for the motorway, which was overseen by Transport Secretary Barbara Castle.

Villages like Trowell and Nuthall were effectively cut in two by the new road and families living near the M1 had to get accustomed to a new noise in their lives — the constant drone of fast, 24-hour traffic.

And surprisingly, not all



**NEW LIMIT:** The 70mph speed limit sign that was to become a familiar sight for motorists.

drivers were in favour of the M1.

The Nottingham Guardian Journal of September 1966 reported that some long-distance lorry drivers were spurning it in favour of older routes that called for more work on the part of the driver.

"The M1 is too monotonous," said one 26-year-old Dunkirk lorry driver.

"You just seem to go on and on with nothing happening. Yet you have to have your wits about you all the time.

"I wouldn't touch the M1

unless absolutely necessary."

Lorry drivers also complained that the newly introduced 70mph speed limit caused bunching, with cars jockeying for position.

Despite that, the M1 soon became a firm favourite with car drivers.

## Design laws bring look-a-likes

PERHAPS the most significant trend of the years 1964 to 1974 was the increasing influence of legislation on car design.

Comprehensive safety laws in the United States triggered the setting of further standards in other countries.

American safety laws govern whole areas of car design, from the way the bodywork crumples in a crash to the amount of glare reflected from the windscreen-wiper arms.

### Safety

Inevitably, the appearance of cars began to be affected.

Manufacturers found they were having to play the game by the same rules and popular cars started to look alike.

Construction regulations began to dictate the location of critical styling features like bumpers and lights and body work began to be smoothly contoured in the interests of pedestrian safety and to withstand prescribed impacts.

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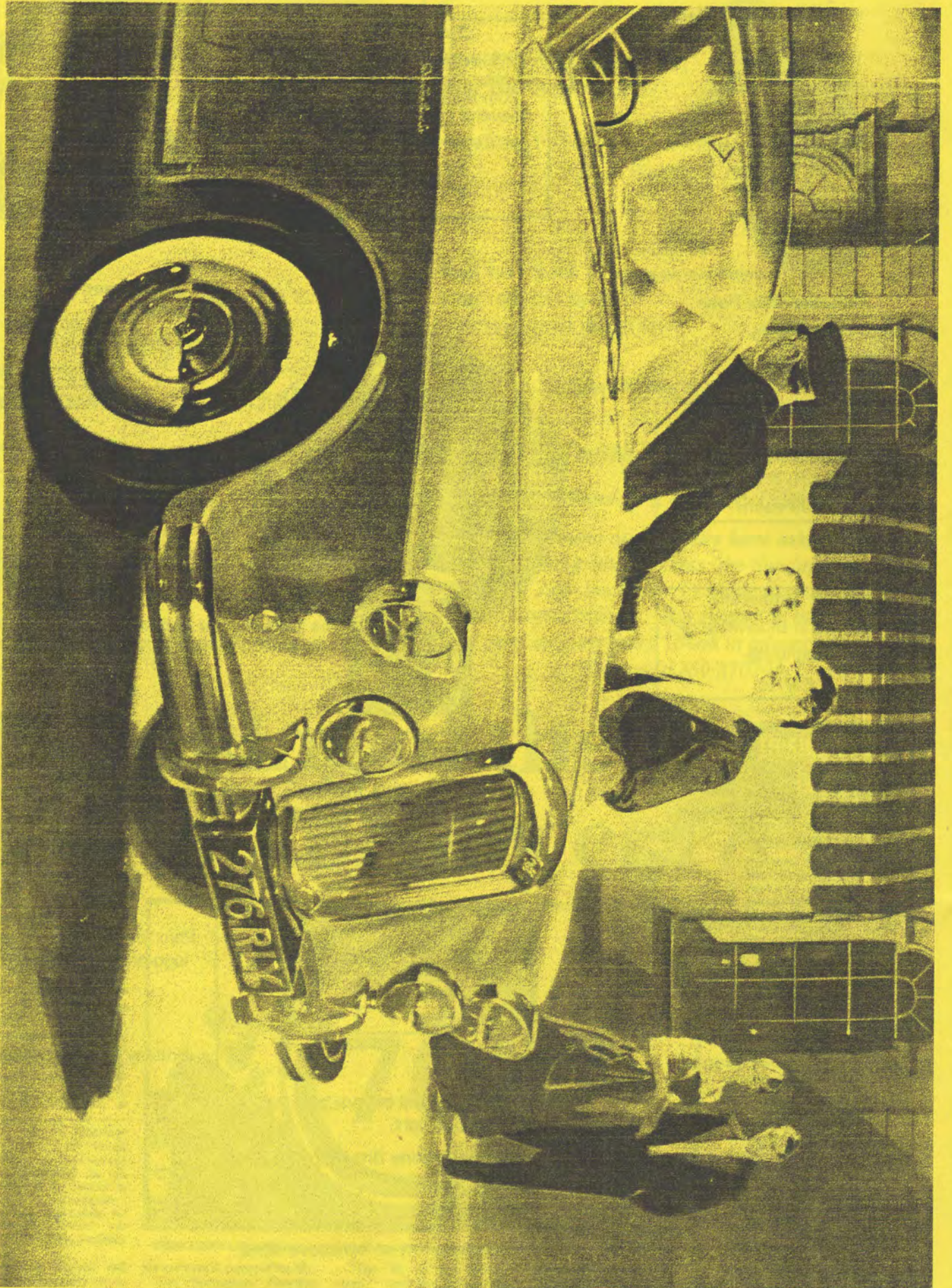
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*Edited and Compiled by Mike Palmer & Jan Thomas*