



S.H.V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER
22 YEARS OF SERVING THE ENTHUSIAST



FEBRUARY 1999 MAGAZINE



Chairmans Report

1998 was an extremely busy and successful year for SHVR. Our Singleton May-Day Show was a huge success, so much so, we were able to donate £5,000 to good causes.

The club is stronger than it has ever been, we have a current membership of 280 and we are financially sound.

I think I can honestly say that every member has gained something from the club, even if their only contact is through the magazine, which by the way, your annual membership fee just about covers. Unfortunately, however, we have had to increase subscriptions by £2 to £12 to cover increased overheads.

During 1998 the club organised a full calendar of events including evening and Sunday lunchtime runs to quality hostelries for luncheons etc!

There were also visits to shows, static events, also visits to factory and car collections. It appeared that every old vehicle out on weekend jaunts sported a rally plate of some description with S.H.V.R. emblazoned upon it, proof in itself of the popularity of our club.

Our members and supporters are proud to display our badge whether it be on their cars or on their person in the form of our T-shirts, jumpers or other personalised regalia.

We have all worked extremely hard this year, at times too few doing too much, however. Somehow we have always managed to come out on top. The committee have put their all into running this club and have spent many a long hour at meetings discussing and acting upon ways to bring even more fun and enjoyment into our hobby.

I am very proud to have been able to sit at the head of such a hardworking and totally committed group of people, to single out any individual would be unfair, as each and every officer and committee person has in their own way contributed to SHVRs continued success.

My profound thanks to them all.

As I have stated earlier on, our Singleton show was a huge success. This was our first year 'going it alone' and the assistance I had from Ian Hamilton-Shaw in co-organising the event was tremendous, he ensured that we maintained the contacts and continuity from the Round Table and was a great asset not only to me but to SHVR. Unfortunately he is unable to assist with this years events, and this has placed great pressure on me to find a replacement of his calibre. The success of putting on an event of the magnitude of Singleton, is the personal approach, actual leg work, affording the time to meet your sponsors and coercing them into parting with money. Unfortunately because of my increasing business commitments, I shall not be able to afford the few days a week necessary to canvass these people. So we need even more help than last year, otherwise if the event side fails, so will the car side, so lets have as much help as possible.

I leave the new committee with a total commitment (as last year) to Singleton and look forward to another successful year.

On a more cautious note, we must look after SHVR and make sure it continues to stay in the forefront of motoring pleasure.

Happy motoring through 1999 to everyone.

Mike Palmer
Club Chairman 1998



THE THOUGHTS OF CHAIRMAN MIKE



It's Me again, you're stuck with "The Thoughts of Chairman Mike" for another twelve months, I was always under the impression that you had time off for good behaviour, but then on reflection, have I been good? Oh well! Better put the arrowed kit back on. My chairmans report gives a brief outline of 1998, coupled with last months report hopefully says it all with the necessary thanks having been addressed. My thanks once again to last years committee and a warm welcome to this years team of chaos plotters with the addition of Ray Kethburn-Thomas (Secretary) Robin Jones (Treasure) Mike and Jan Glinternick, Llew Davies, Peter Richards and Paul Blackmore. With the change over, we have experienced a few problems in the continuity (Gremlins in the software Etc.) Hopefully this has now been sorted, but if you or any current member have not received their membership card or current magazine please contact Stan Bingham. We are doing very well with membership renewals with approx 150 renewed last month.

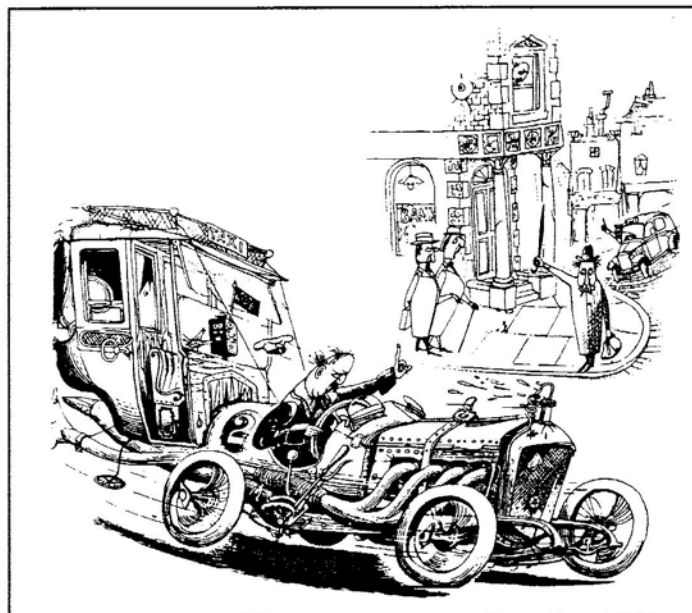


We still need lots of help to run events throughout 1999. Christine and Alan could do with some extra help organising the Lunchtime / Evening Runs, Like wise loads of volunteers are needed for Singleton. So come on !!! Attend the "Who does what" evening on Sunday the **28** of February at The Murton Rovers 8pm. sharp and we'll give you a job. On the March Club Night Mike Worthington-Williams will be giving a slide show on "New" finds and discoveries, we need to borrow a slide carousel, can anyone help? Please. Tony Vaughan has made the necessary arrangements for the annual Pilgrimage to Kinsale, details in the magazine. Don't delay, limited space. Contact Tony now !!! The mixture of articles in the mag is dependant on members contributions, so keep those stories and photos coming, I'm trying to build up a stock of articles to cover motoring (and other) interests.

Deadline for inclusion is two weeks (14days) prior to club night. Adverts from club members will be placed in the mag for two months only unless advised otherwise.

Thank you all once again for re-electing me as your chairman and I shall continue with my duties as best I can, so let's look forward to a happy and safe motoring year.

MIKE P.



"Thought the old brigade wouldn't let those new nippy taxis get away with it....."

Treasurers Report

The Club ended with £306 in the current account, and £6,000 in the building Society account (monies transferred from the events account).

The events account was closed and re-opened for the purpose of Singleton (nil).

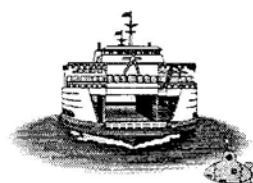
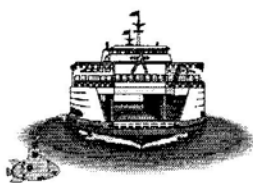
Regalia account £448-04

Regalia Stock £1088-60

We also hold Gazebos, Gas barbecues, tables & chairs, banners, metal stakes etc.

Stan Bingham

KINSALE 1999.



This years trip to Kinsale leaves Swansea at 9.00pm. on Thursday the 6th of May on the Swansea Cork ferry (or you can sail fro either Pembroke or Fishguard). Those leaving from Swansea will arrive in Cork at 7.00am. where we will be met by representatives from Kinsale before driving to Kinsale where there will be a breakfast provided. The rest of the morning will then be free to book into your selected accommodation. The run organised by the Kinsale Club this year will include a Saturday evening in Kenmare where the Kinsale Club has organised accommodation in the Kenmare Hotel. On Saturday night there will be an informal Dinner Dance where prizes will be awarded. Sunday will see the Road Run returning to Kinsale where you will again stay at your chosen accommodation. Monday evening those that are returning home will leave for the ferry which will leave Cork at 9.00pm. arriving in Swansea at 7.00am on Tuesday the 12th of May.

COSTS

The ferry fare from Swansea will be £105 - 00p. (a 20% saving on published fares) Cabins are limited and start at £34 - 00p. for a double inside cabin. Accommodation in Kinsale ranges from £17 - 00p. ~ £25 - 00p. per person per night. B&B for a room in a Guest House to £25 - 00p. ~ £55 -00p. per person per night B&B for a Hotel room. A room in the White House this year is £35 - 00p. per person per night including full Irish Breakfast. The Kinsale Club has booked a number of rooms in the Kenmare Hotel at £39 - 00p. per person per night for B&B and a dinner on Saturday night.

If you are interested in going and have not contacted Tony Vaughan then do so on Swansea 366640 quickly. He will then send you details of accommodation in Kinsale and contact numbers for ferry bookings and the Kenmare Hotel, as well as entry forms for the Kinsale Road Run.

Alternative Route



May 6th Ferry from Fishguard to Rosslare Depart 14. 30. Arrive 18. 00.
1 Night Bed & Breakfast in Waterford.
May 7th drive from Waterford across to Kinsale
May 7th to May 11th in Kinsale
May 11th Rosslare via Waterford to depart 20. 50. To arrive Fishguard 01. 00.

Cost for Ferry Crossings £119 - 00p. (Per car up to 5 people).



Depending on the number of cars wishing to take this route we may be able to secure a larger discount.

MADE IN SWANSEA?



Over the years I have not found any traces of cars being made in Swansea. That is made for sale to the public rather than "one offs" or specials. However I have traced some manufacturers of motor cycles.

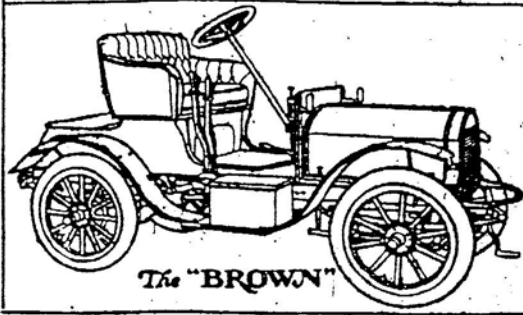
That was until the other day, when I came across this advert from the South Wales Daily Post (the predecessor of our Evening Post) of Thursday, November 22 1906.

John Brown had a the large shop in Oxford Street, Swansea in the early years of this century. Across the road - you can just see the sign in the picture - he had a showroom. He was a major dealer in motor cycles, of which he made a few and was also a major dealer of motor cars. As you can see from the advert he was advertising the "Brown" car. I presume that it was his own make, not the Brown supplied by Brown Bros., the well known motor factors, who still exist on the Fforestfach industrial estate. By 1906, according to Georgano, they were making 3.8 litre cars and the one in the drawing looks more like a light car than one with such a large engine.

Any information on the

"Brown" car will be gratefully received as I have not been able to find any other references to it. Also any information on J. S. Brown himself and his business will also be gratefully received. The shop was open by October 1896 but I yet to discover when it closed.

MOTORISTS



The "BROWN"

TO SELL YOUR CAR . . .
TO BUY YOUR CAR . . . GO TO
TO EXCHANGE YOUR CAR

JOHN S. BROWN'S

THE FIRM WITH A REPUTATION.

ANY MAKE OF CAR SUPPLIED.

BROWN'S MOTOR GARAGE, OXFORD STREET, SWANSEA

M.J.E.

ACCIDENTS DO HAPPEN

Dear Sir:

I am Writing in response to your request for additional information in Block #3 of the accident reporting form. I put "Poor Planning" as the cause of my accident. You asked for a fuller explanation and I trust the following details will be sufficient.

I am a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six-story building. When I completed my work, I found I had some bricks left over which when weighed later were found to weigh 240 lbs. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley which was attached to the side of the building at the sixth floor. Securing the rope at ground level, I went up to the roof, swung the barrel out and loaded the bricks into it. Then I went down and untied the rope, holding it tightly to ensure a slow decent of the 240 lbs of bricks. You will note on the accident reporting form that my weight is 135 lbs.

Due to my surprise at being jerked off the ground so go of the rope. Needless to say, I proceeded at a the third floor, I met the barrel which was now pro- This explains the fractured skull, minor abrasions and accident reporting form.



suddenly, I lost my presence of mind and forgot to let rapid rate up the side of the building. In the vicinity of ceeding downward at an equally impressive speed. the broken collarbone, as listed in Section 3 of the

Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two knuckles deep into the pulley which I mentioned in Paragraph 2 of this correspondence. Fortunately by this time I had regained my presence of mind and was able to hold tightly to the rope, in spite of the excruciating pain I was now beginning to experience. At approximately the same time, however, the barrel of bricks hit the ground, and the bottom fell out of the barrel. Now devoid of the weight of the bricks, the barrel weighed approximately 50 lbs. I refer you again to my weight. As you might imagine, I began a rapid decent down the side of the building. In the vicinity of the third floor, I met the barrel coming up. This accounts for the two fractured ankles, broken tooth and severe lacerations to my legs and lower body.

Here my luck began to change slightly. The encounter with the barrel seemed to slow me enough to lessen my injuries when I fell into the pile of bricks and fortunately only three vertebrae were cracked. I am sorry to report, however, as I lay there on the pile of bricks, in pain, unable to move and watching the empty barrel six stories above me, I again lost my composure and presence of mind and let go of the rope..... !!

IMPORTANT NOTICE TO COMMITTEE MEMBERS



There will be a committee meeting on Sunday February 28th to be held at the Murton Rovers at 7.00 p.m. sharp

Mike Palmer

SINGLETON 1999 MEETING

We need more volunteers!!!!

The third Who does What?Why? and When!! Meeting at the Murton Rovers Will be held on the 28, Feb. at 8.00p.m. (immediately after the committee Meeting) We need a lot more help, so please make the effort to attend.

Mike Palmer

SUBSCRIPTIONS FOR 1999 ARE NOW DUE

Either see Stan Bingham on clubnight or send you completed form to :

Stan Bingham
28, Long Shepherds Drive,
Caswell, Swansea

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

DON'T FORGET



Spotlight

on Brooklands

Brooklands was the world's first purpose-built racing circuit which, when it was opened on 17th June 1907, just nine months after the enormous task of construction work had begun, was immediately hailed as one of the modern wonders of the world.

To fully understand and appreciate how and when the idea for a motor racing track came about, we must go back a little further to the turn of the century when motor racing on the Continent was a popular sport than enjoyed official recognition, with sections of the public highway being closed to form a circuit for these events. In Britain at that time, the authorities' extremely negative attitude towards the car and motoring generally meant that any form of road racing was out of the question. Even when it became Britain's turn to organise the Gordon Bennett race in 1903, officialdom could not be persuaded to relax the rules, and at Ireland's invitation the race was held there, with the British cars adopting green as their racing colour as a show of appreciation for Ireland's hospitality.

The lack of opportunity to participate in any type of motor racing in Britain became increasingly unacceptable to Hugh Fortesque Locke King, a wealthy Surrey landowner who had a penchant for fast cars, particularly the Itala, which resulted in him allowing that company's British concessionaires to build a factory

on his private estate at Brooklands, near Weybridge, Surrey.

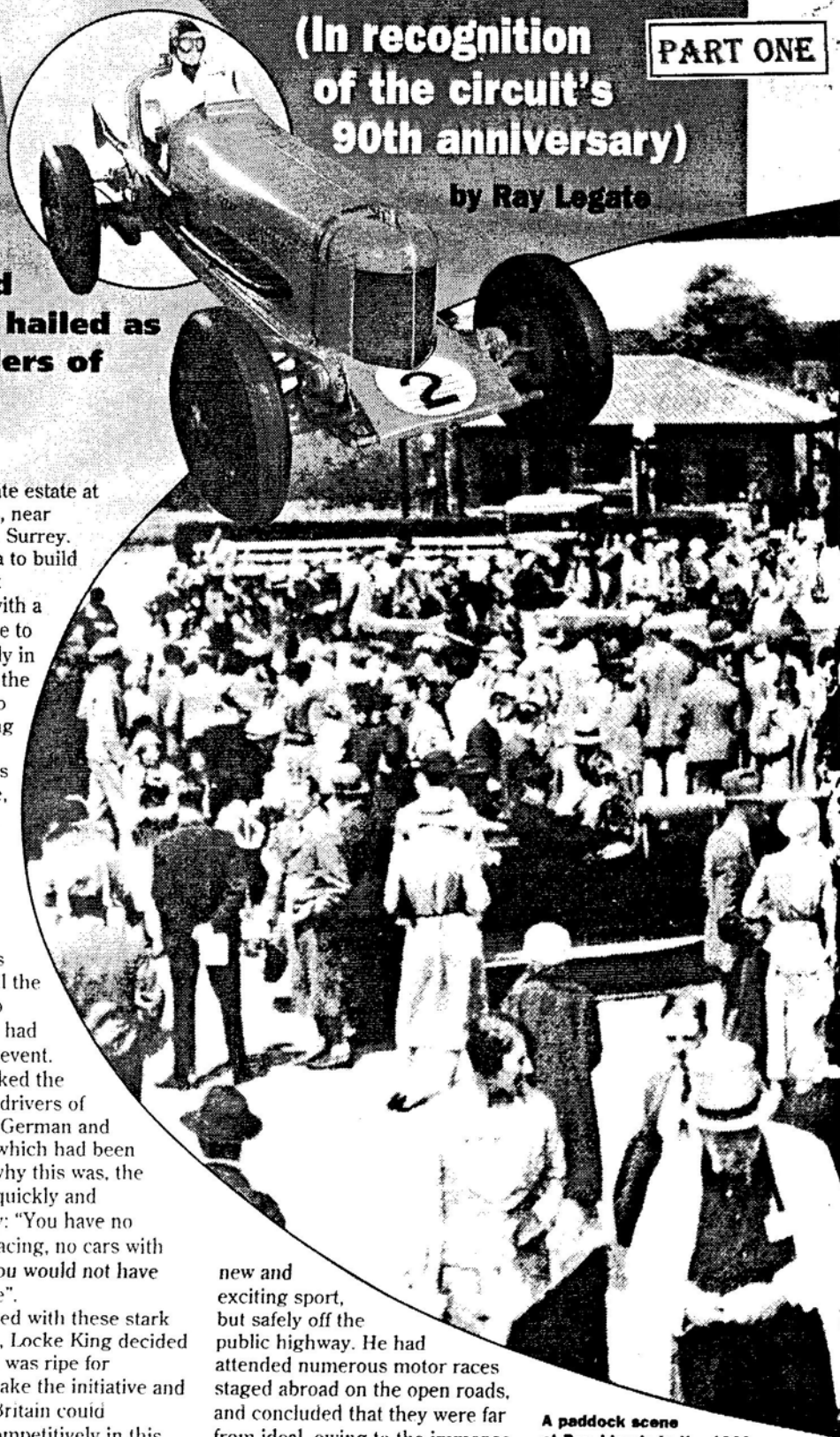
His idea to build a race track coincided with a trip he made to Brescia, Italy in 1905 to see the Targa Florio race: arriving late, having damaged his car en route, Locke King not only missed the race but discovered that the Continentals had taken all the prizes, as no Englishman had entered the event. When he asked the owners and drivers of the French, German and Italian cars which had been competing why this was, the reply came quickly and unanimously: "You have no practice in racing, no cars with speed and you would not have had a chance".

Confronted with these stark observations, Locke King decided that the time was ripe for someone to take the initiative and ensure that Britain could participate competitively in this

(In recognition of the circuit's 90th anniversary)

PART ONE

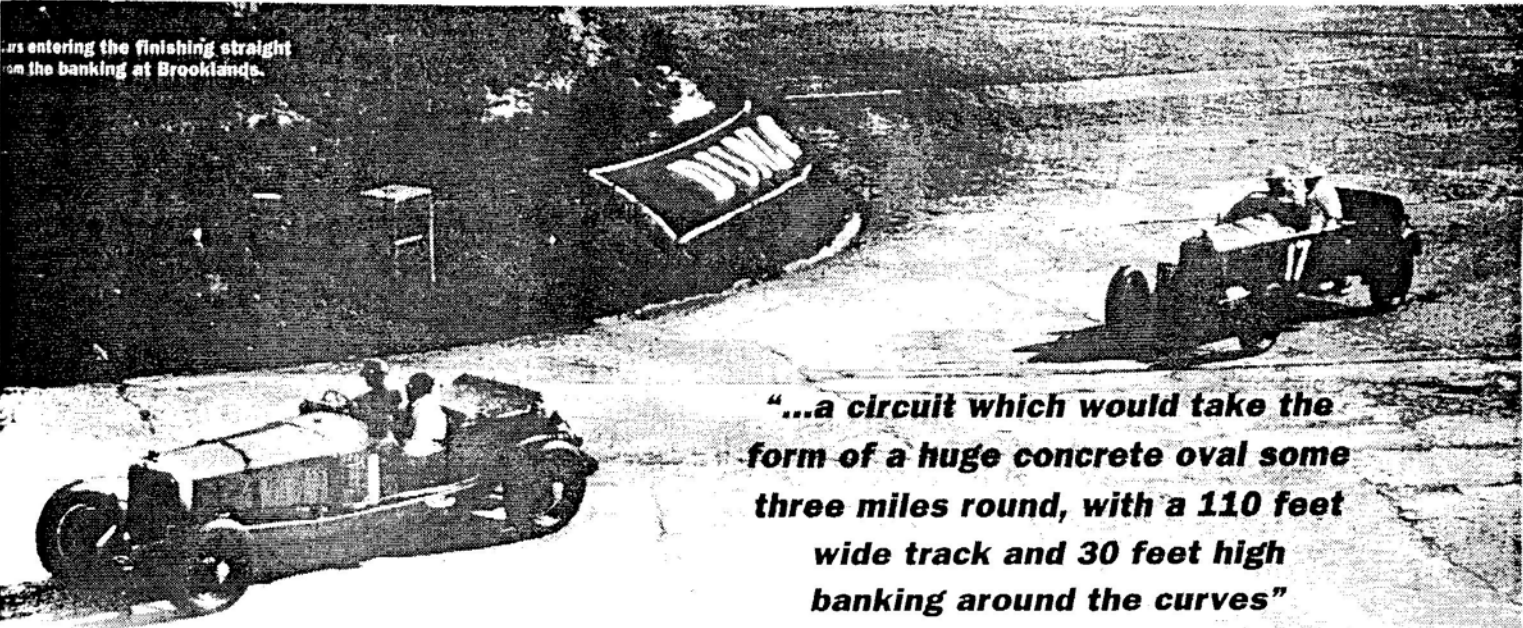
by Ray Legate



A paddock scene at Brooklands in the 1920s.

new and exciting sport, but safely off the public highway. He had attended numerous motor races staged abroad on the open roads, and concluded that they were far from ideal, owing to the immense

...s entering the finishing straight
on the banking at Brooklands.



“...a circuit which would take the form of a huge concrete oval some three miles round, with a 110 feet wide track and 30 feet high banking around the curves”

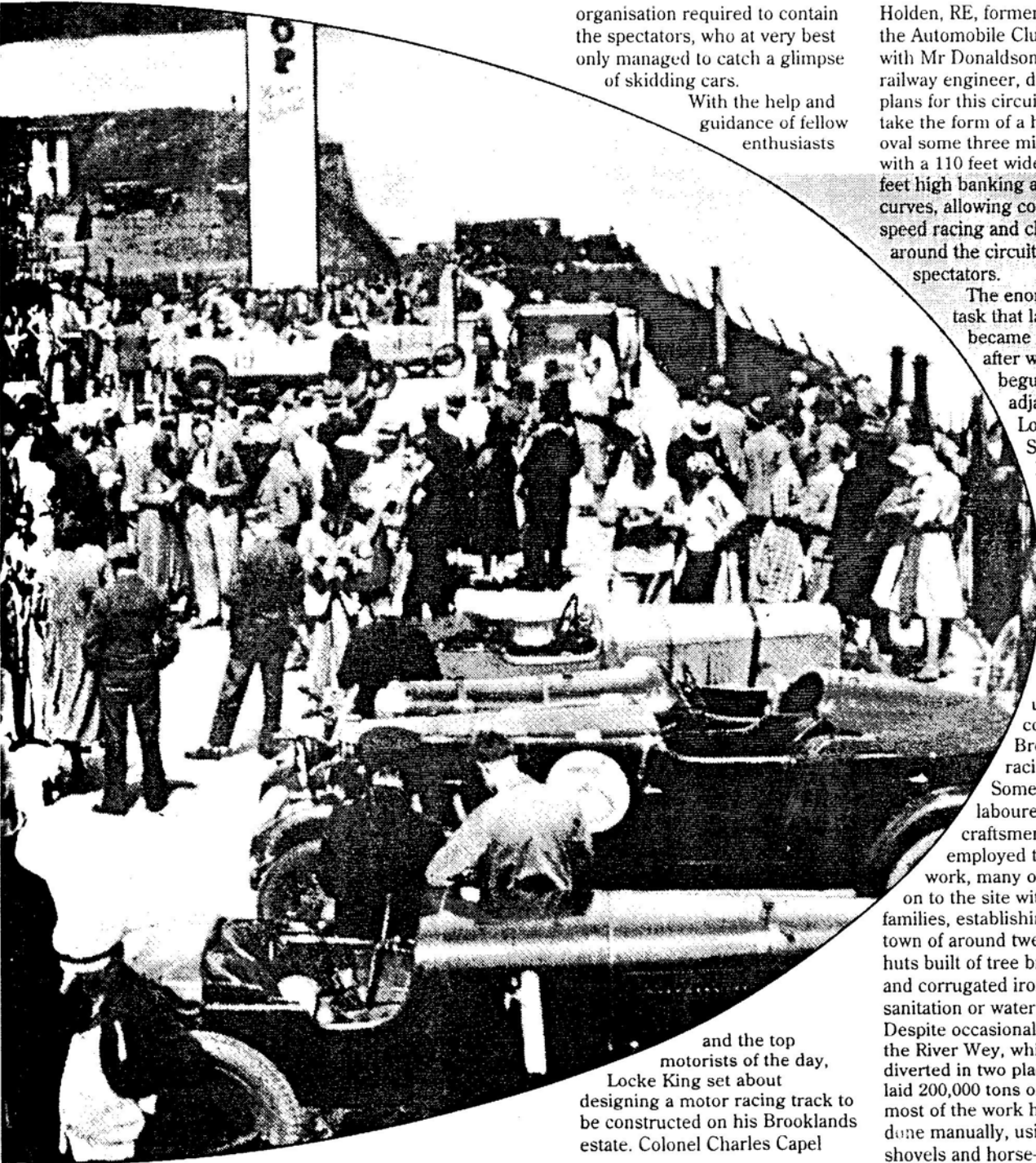
organisation required to contain the spectators, who at very best only managed to catch a glimpse of skidding cars.

With the help and guidance of fellow enthusiasts

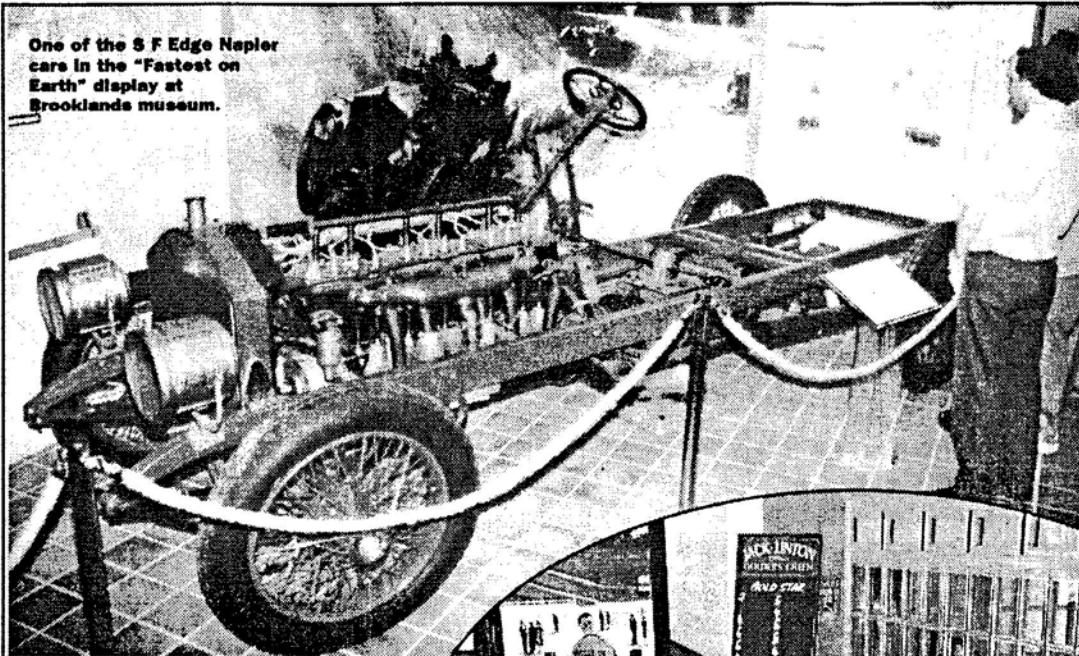
Holden, RE, former chairman of the Automobile Club, together with Mr Donaldson, a leading railway engineer, drew up the plans for this circuit which would take the form of a huge concrete oval some three miles round, with a 110 feet wide track and 30 feet high banking around the curves, allowing continuous high speed racing and clear views around the circuit for the spectators.

The enormity of the task that lay ahead became evident soon after work had begun on the site, adjacent to the London and South Western Railway line, in October 1906, and so by mid-January the following year a local construction company, Messrs Price and Reeves of Weybridge, undertook the contract to build Brooklands racing circuit.

Some 1,500 labourers and craftsmen were employed to carry out the work, many of them moving on to the site with their families, establishing a shanty town of around twenty communal huts built of tree branches, ferns and corrugated iron, with no sanitation or water supply. Despite occasional flooding by the River Wey, which had to be diverted in two places, the men laid 200,000 tons of concrete, most of the work having to be done manually, using picks and shovels and horse-drawn carts.



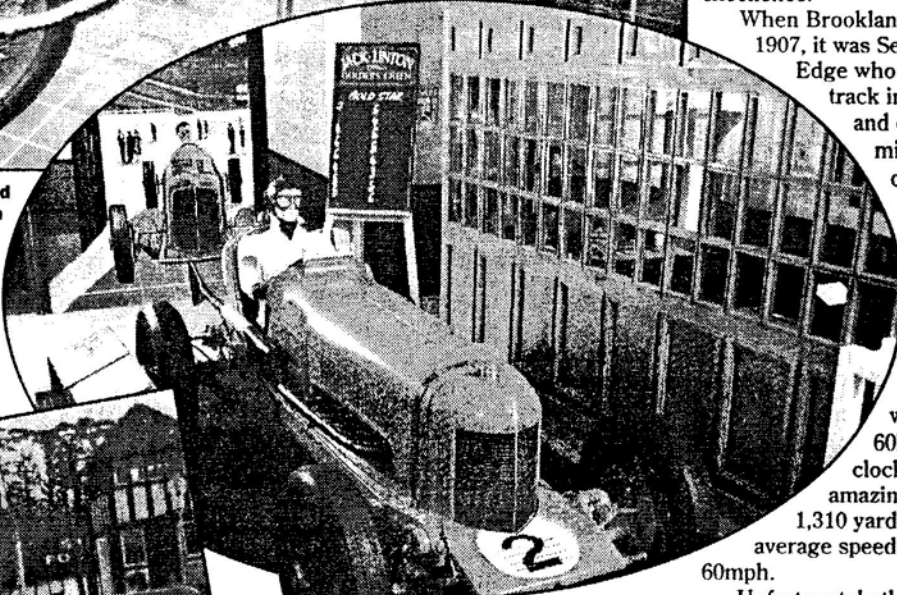
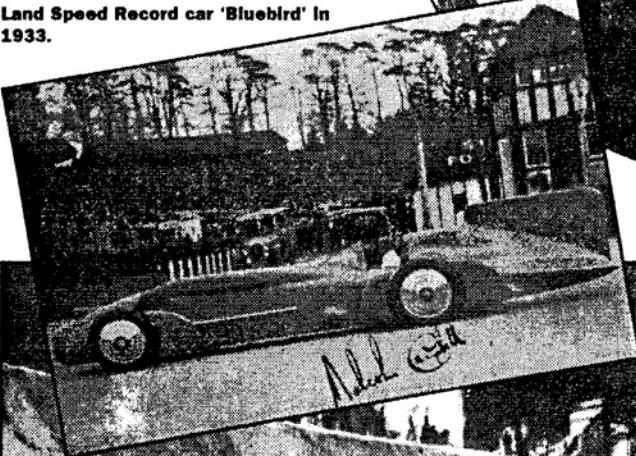
and the top motorists of the day, Locke King set about designing a motor racing track to be constructed on his Brooklands estate. Colonel Charles Capel



One of the S F Edge Napier cars in the "Fastest on Earth" display at Brooklands museum.

This single-seater Duesenberg which raced at Brooklands from 1934 to 1939 stands on the Weighbridge in the Clubhouse. The original Weighbridge was installed in 1907 for weighing cars in the horse racing tradition.

Malcolm Campbell making a demonstration run at Brooklands in his Land Speed Record car 'Bluebird' in 1933.



To facilitate work on the 350 acre site, seven miles of rail was laid on and around the course on which six locomotives hauled the ballast for the banks, and deposited the eight truck loads of material which were delivered daily from London.

Completed in record time, Brooklands very soon became much more than a site for testing and racing cars; it was not only the birthplace of British motorsport, but also of British aviation. Throughout the following eight years, it remained a world-renowned centre of technological and engineering excellence.

When Brooklands opened in 1907, it was Selwyn Francis Edge who took to the track in his Napier and covered 10.25 miles at just over 100mph as a prelude to a remarkable solo 24-hour drive on 28th/29th June, in which his 60hp Napier clocked up an amazing 1,581 miles 1,310 yards at an average speed of well over 60mph.

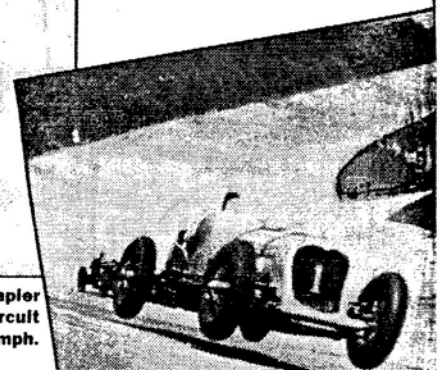
Unfortunately the first race meeting on 6th July was not a great success: the huge track dwarfed the cars and minimised their speed, the drivers were dressed in racing colours but the cars were unnumbered, and the spectator facilities were inadequate. Winner of the first event, the Marcel Renault Memorial Plate, was H C Tryon driving a 40hp Napier. The big race of the afternoon was the Montagu Cup event, which carried a prize of £1,400 and was won by Jack Hutton driving a modified 120hp Grand Prix Mercedes.

One of the most famous of all the Brooklands characters was A V 'Ebbie' Ebbelwhite, the official timekeeper who



The drama and excitement of S F Edge's record-breaking Brooklands run is captured in this painting by world-famous artist F Gordon Crosby.

John Cobb driving the Brooklands-built Napier Rallion. This car holds the Brooklands outer circuit lap record of 143.44mph.



PART TWO NEXT MONTH

William Gerald Lloyd (Gerry)

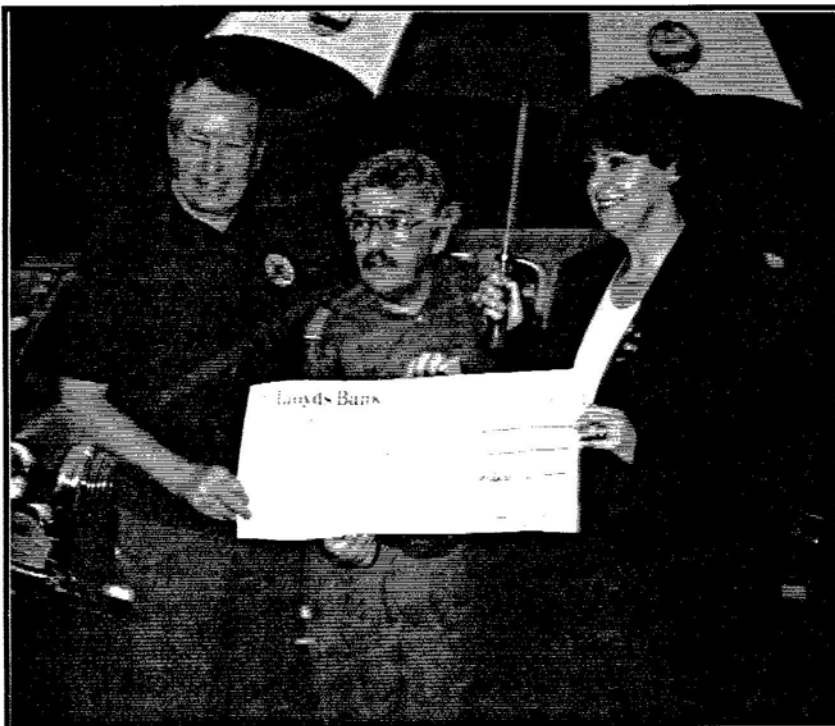


We were greatly saddened to hear of the recent sudden death of Gerry Lloyd. Gerry was a personal friend and energetic supporter of the classic/vintage vehicle scene in South and West Wales. He was a very active and hard working committee member in particular for his input into our shows and static events, he was always at hand when needed. Gerry was also well known for his charity work with The Ty-Hafan Childrens Hospice near Cardiff. Indeed Gerry died the night before the official opening of the hospice. Christine and myself were invited by him some two weeks prior to the opening, to view

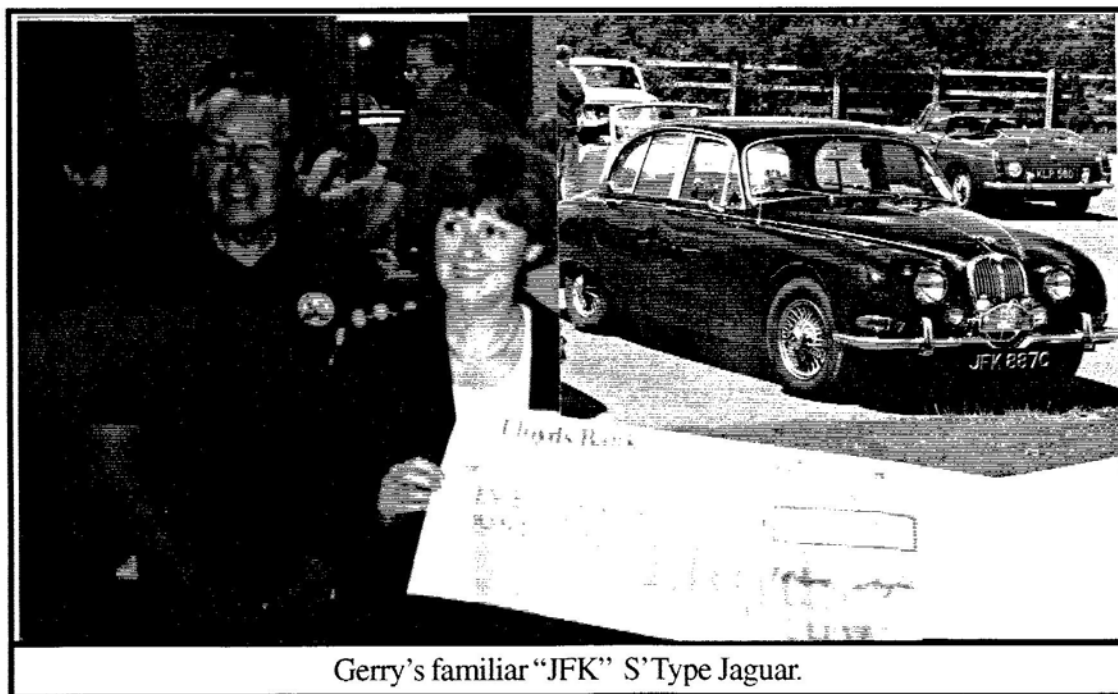
the complex and to walk around the area with Gerry and his wife Maureen which brought home just how passionate he was about giving children some extra happiness during their last days.

Lets hope through our fund raising at Singleton we can continue to help his chosen charity of Ty-Hafan.

We extend our heartfelt sympathies to his wife Maureen and his daughter Iona. Gerry will be sadly missed by all.
Mike P.

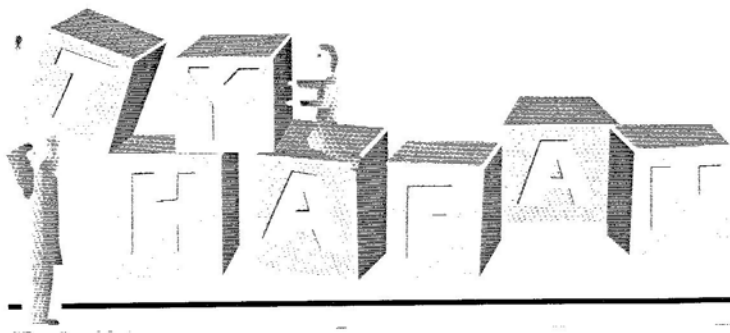


Gerry and myself presenting a cheque to Sandy from Ty-Hafan.



Gerry's familiar "JFK" S' Type Jaguar.

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Winter 1998 News

VISIT TO TY HAFAN, SUNDAY 20TH DECEMBER 1999.

By
PRESELI OLD VEHICLE ENTHUSIASTS (POVE).

In recent years POVE has adopted a local charity to support. In 1996 they donated a battery-powered Jeep to the Childrens Ward at Glangwili Hospital, Carmarthen, mainly so that children could drive themselves from their ward to the operating theatre. Staff at Withybush Hospital, Haverfordwest heard about this and asked if the same could be done for them. In 1997 it was, including a spare battery !

For 1998, Ty Hafan was chosen for support. In the summer, staff from Ty Hafan made a presentation to local Businessmen in a hotel in Crymych, this encouraged sponsorship for various events. By the time a coach party of twenty-five members plus children visited Ty Hafan on December the 20th 1998, not only had they provided another Jeep plus smaller toys and pot plants for the hospice, they were also able to present a cheque for £4,250. Conveyed by Junior Members and the cheque was presented by the leaders of the club, Heather and Bernard Lloyd of Blaenffos.



PRESENTING THE CHEQUE ARE REBECCA MOODY AND JOANNE PINKNEY WITH BERNARD AND HEATHER LLOYD AND MEMBERS AND SUPPORTERS OF PRESELLI OLD VEHICLE ENTHUSIASTS CLUB

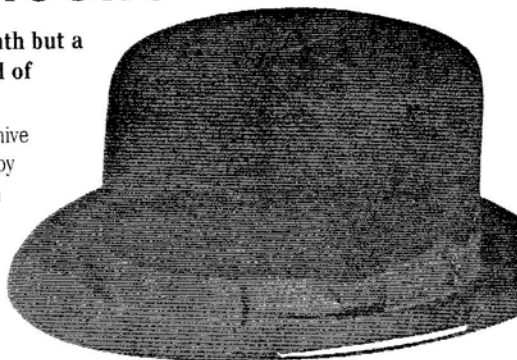
Going...Going...Gone

No news of recent diecast auctions this month but a big 007 Auction at Christies towards the end of 1998 brought some breathcatching prices.

The James Bond 007 International Fan Club and Archive sold the bowler hat worn and used to deadly effect by Oddjob - played by the late Harold Sakata in the film Goldfinger - for an amazing **£62,000**.

The hat owned by the Archive for over 10 years fetched the highest price of the day and went to an anonymous telephone bidder who has promised to keep it safely in the UK.

Amongst other items on sale were a replica of Tracy's wedding ring from OHMSS, the Rolex watch worn by Roger Moore in Live and Let Die, costumes worn in The Spy who Loved Me and Moonraker, Timothy Dalton's dinner suit from The Living Daylights, cars from Diamonds are

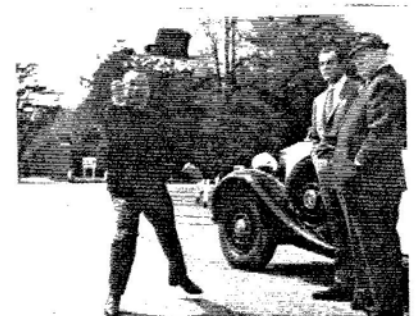


Forever and Goldeneye and the "diamonds" made from glass from the opening of the film Diamonds are Forever.

The full-scale model of the Lotus Esprit Submarine Car from the Spy who Loved Me fetched **£26,000** and was bought by Italian collector Domenico Marassutti, for public display.

His final word -

"I have bought a dream here today, not a car".





Inside view

THE British Road Federation's view:

"Britain's roads are vital. Due to its economic advantages and flexibility, our road system carries most of our passenger traffic and goods.

The amount of traffic on the roads grows every year and even the Government acknowledges it can only slow the rate of growth. Yet the maintenance, management and future development of the existing network has consistently been deprived of the necessary funds to ensure a system free from expensive disruption.

Around £30 billion is collected in vehicle and fuel tax each year, but less than £5bn is spent on maintaining and improving Britain's roads.

The Transport White Paper, whilst recognising the problems, is short on practical solutions. The scaling back of the road programme, announced a few days after the White Paper, has left many sections of inter-urban motorway and trunk roads with problems which need urgent attention but only 'studies' commissioned."

An analysis of the White Paper by the Centre for Economic and Business Research for the BRF found that the New Deal is unlikely to arrest the problem of inter-urban congestion at its current level, let alone solve it.

It argued for serious investment in the road system to expand capacity and road pricing where necessary to cut congestion.

The BRF has also called for a Roads Inspector to report on the performance of road services in the UK and to hold the Government to account.

LABOUR'S White Paper on Integrated Transport unveiled by John Prescott greener future for Britain's transport network. Supporters say it will benefit road users and transport operators regard it as an 'anti-roads' statement

THE GREAT GREEN

When Deputy Prime Minister John Prescott threw the wraps off his party's vision of Britain's transport system for the next millennium he had a clear message for road users: The obsession with the motor car must end.

He went on to outline a package of proposals which Labour says will give motorists a real alternative to the car - whether it be train, tram, bus or bicycle. It's what the politicians call an integrated transport system. In layman's language it is designed to give people a choice of how they travel.

The idea of being able to hop on a bus, switch directly to a town centre tram and then alight right outside the office door or the school gates is very appealing. But is it truly practical for the majority of people? Especially when you consider that 94% of passenger travel in the UK still takes place by road.

The British Road Federation says it fully supports plans to attract funding for public transport, but the Federation is equally adamant that the road network also needs significant sums of money from central Government. After all, it argues, roads are still the backbone of our transport economy.

Meanwhile, a significant number of proposed road building schemes which had been scheduled to get under way in the near future have been axed. Widening projects on some of the busiest stretches of motorway in the country such as the M6 between Cheshire and Staffordshire have been scrapped in favour of a policy which puts more emphasis on public transport.

So what exactly is Labour proposing? One of the prime moves is to establish a new independent Commission for Integrated



Transport (CIT) to drive forward changes in transport policy.

As part of that policy, the Government says it wants to encourage more people to travel by bus and has set aside £45 million a year to support bus services in rural areas under what it calls the Rural Bus

Partnership. It also wants manufacturers to build cleaner vehicles which emit fewer pollutants.

A new Strategic Rail Authority will be set up to try to increase the movement of freight by rail and to address the growing public complaints at the performance of the

John Prescott earlier this year set out the Government's plans for a transport strategy that will protect the environment for future generations, but many see it as a challenge and a threat to their prosperity. Fast Lane investigates...

GREEN DEBATE



privatised rail companies. That is possibly Labour's biggest challenge. To convince the motoring masses that they can be guaranteed a reliable and punctual rail service to get them to their destination on time, every time. The image of rail services in Britain has been

severely tarnished in recent years. Until that image improves, motorists are unlikely to abandon their cars in favour of public transport.

On the roads themselves, the Commission is looking at the case for allowing 44-tonne lorries on six axles, although that is unlikely to

happen before 2003. And Labour emphasises its intention to give the railways the chance to develop the heavy load market in the meantime.

Toll roads, which already exist in mainland Europe and the United States, could soon be in place in Britain. The Government plans to issue a consultation document to discuss charging motorists on some trunk roads and motorways.

If you drive your car to work, laws are also due to be introduced to allow local authorities to charge for the privilege. Owners or occupiers of business premises would need to apply for a licence as part of the new legislation.

Whatever the Government's pledges, the fact remains that road transport is massively important to Britain's economy.

The British Road Federation is well aware of the millions of pounds lost every year through costly traffic delays. The BRF says only 20% of the £30 billion collected annually in road taxes is reinvested in maintaining and improving the road network.

Added to that, Britain's motorists are faced with the highest tax on fuel of any country in Europe - 80% of the cost of petrol and diesel is eaten up by tax.

Labour says that is part of its drive to convince people to take alternative forms of transport.

It is a delicate balancing act for the Government. Britain's future prosperity has undeniable links to a well maintained and thriving road network.

But simply building more and more highways can never be the solution. Anyone who has sat in a 10-mile traffic jam on a Friday evening will tell you that much.

Only time will tell which policy is the right road to take.



TEST DRIVE THE CARS OF THE FUTURE

WANT to try your hand at driving a vehicle powered by an alternative fuel - well here's your chance.

Energy Efficiency Power-shift is holding a series of free workshops across the UK in the coming months which will allow businesses to find out all they need to know about running clean fuel vehicles (CFVs) in their fleets.

The company provides information and part-funding for both public and private sector vehicle operators who are interested in making their cars, vans and lorries more environmentally friendly.

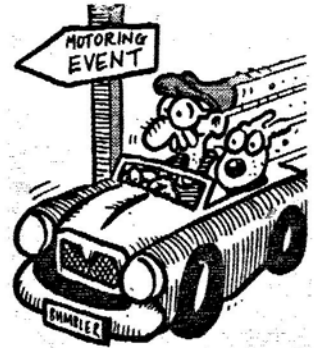
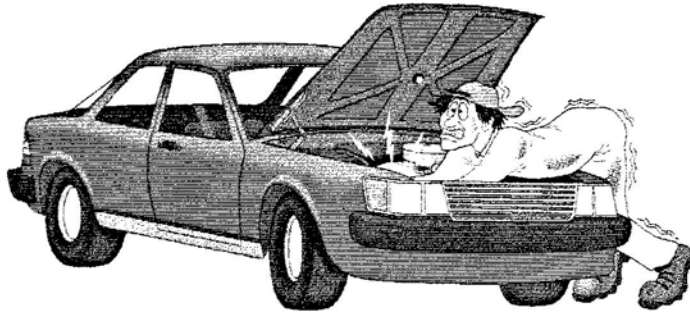
Don't miss the opportunity to test drive a range of vehicles, run on Liquefied Petroleum Gas (LPG), Natural Gas and Electricity. There's also the chance to see an exhibition by leading clean fuel suppliers and you'll be able to talk to businesses which have already reaped the benefits from converting to CFVs.

Workshop schedule:
Stafford - December 10, 1998
Leeds - January 14, 1999
London - February 17, 1999
Cardiff - March 23, 1999

For further information and registration for the workshops, please contact Harry McRandle on:
TEL - 01772 881888 or
FAX - 01772 885777.

If you want to know more about Powershift call
TEL - 0345 277 200.

Shvr Events Diary



1999

DATE	EVENT	CONTACT	TEL
February			
15 th	Clubnight		
Sunday 21st	Sunday Run	Steve Pearson	01792 416895
March			
15 th	Clubnight		
Sunday 21st	Sunday Run	Dave Channing	01269 845765
April			
4th	Pontarddulais Easter Run	Richard Smith	01792 894141
19 th	Clubnight		
Wed 28th	Evening Run	Alan&Christine Broughton	01269 870293
May			
Monday 3rd	Singleton Show	Exhibits-A. Broughton Trade-M.Glinternick	01269 870293 TBA
6 th -11th	Kinsale trip	Tony Vaughan	01792 366640
Sunday 9th	Pencoed Classic Car Show	Lyn Harcombe	01656 659767
Sunday 16th	Pembrey Airport Open Day 'Fly in'	Pembrey Airport	01554 891534
17th	Clubnight		
Wed 26 th	Evening Run	Alan&Christine Broughton	01269 870293
Monday 31st	Marie Curie Cancer Day, Pembrey, 2 nd annual ladies driving challenge	Alison	01792 473070
June			
TBA	SHVR Castles Run	TBA	TBA
Sunday 13th	Teddy bears Picnic Pantyderi, Boncath	Mr&Mrs B Lloyd	01239 841363
Sat/Sun 19-20th	H/West Steam Fair		01646 651359
21st	Clubnight		
Sat 26th	Chelsea Cruise	John Moody	TBA
Wed 30th	Evening Run	Alan&Christine Broughton	01269 870293

July			
Mid July date TBA	Wings & Wheels	Pembrey Airport	TBA
19th	Clubnight		
Wed 28 th	Evening Run	Alan&Christine Broughton	01269 870293
Sunday 25th	Scolton Manor	Tony Allen	01646 651240

August			
TBA	SHVR Abertawe Tour	TBA	TBA
Sunday 1st	Milford Marina	Gerald Evans	01646 692911
19th	Clubnight		
Wed 28th	Evening Run	Alan&Christine Broughton	01269 870293
Sat-Mon 28-30th	Orlwyn Teifi Auction&Show	Derrick Davies	01559 370885

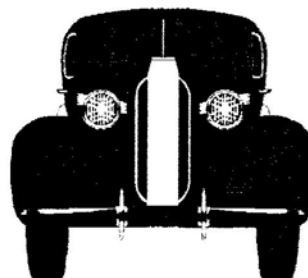
September			
Sat/Sun 11 th /12th	Beaulieu Autojumble	Mike Evans	01792 206686
Sunday 12th	Pontarddulais Vintage Show	Steve Thomas	01792 882382
Sunday 19th	Tredegar Hse Vintage Rally	D.Channing or R.Wood	01269 845765 01633 895145
20th	Clubnight		
Sunday 26th	Beacons Run	Robin Jones	01792 419780
Wed. 29th	Evening Run	Alan&Christine Broughton	01269 870293

October			
TBA	SHVR Autumn Run	TBA	TBA
18th	Clubnight		
Sunday 24th	Sunday Run	Alan&Christine Broughton	01269 870293

November			
15th	Clubnight		
Sunday 21st	Sunday Run	Alan&Christine Broughton	01269 870293

December			
20 th	Christmas Buffet		
26th	Sunday run		

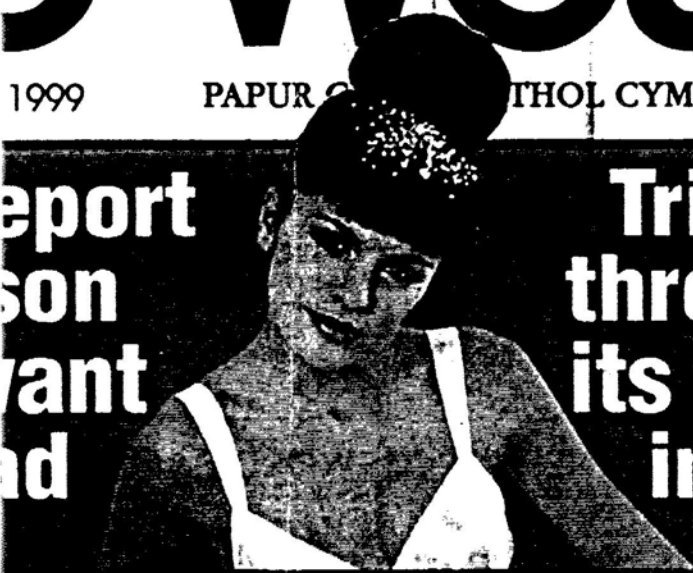
Please note: If you wish to add to or correct the details of any of the events listed, please contact Dave Channing Tel. 01269 845765



Western M

1999 PAPUR CATHOL CYMRU • THE NATIONAL NEWSPAPER OF WALES

Report
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Triumph throws off its frumpy image

page 13

Wales and the world

A 36-page guide to a country
broadening its horizons
Inside

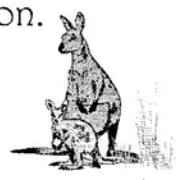
20-PAGES OF BUSINESS NEWS INCLUDING MEDIA WALES

I THINK THEY MEAN THAT ALL TRIUMPH MODELS SHOULD BE FITTED WITH TWIN AIRBAGS !! - HUW EVANS

LETTERS TO THE EDITOR

Christine and I have just heard of an amazing coincidence. Over the years we have met many people from all over the world but of all the Australians that we know, only one couple are involved with old cars. Now as you know we have just finished restoring the only known surviving example of a Simplified Morris Cowley. Well we have just heard that our friends in Australia have just found a second one! The Lottery has made many millionaires out of odds for far less than that!

Alan Broughton.



CAR FOR SALE

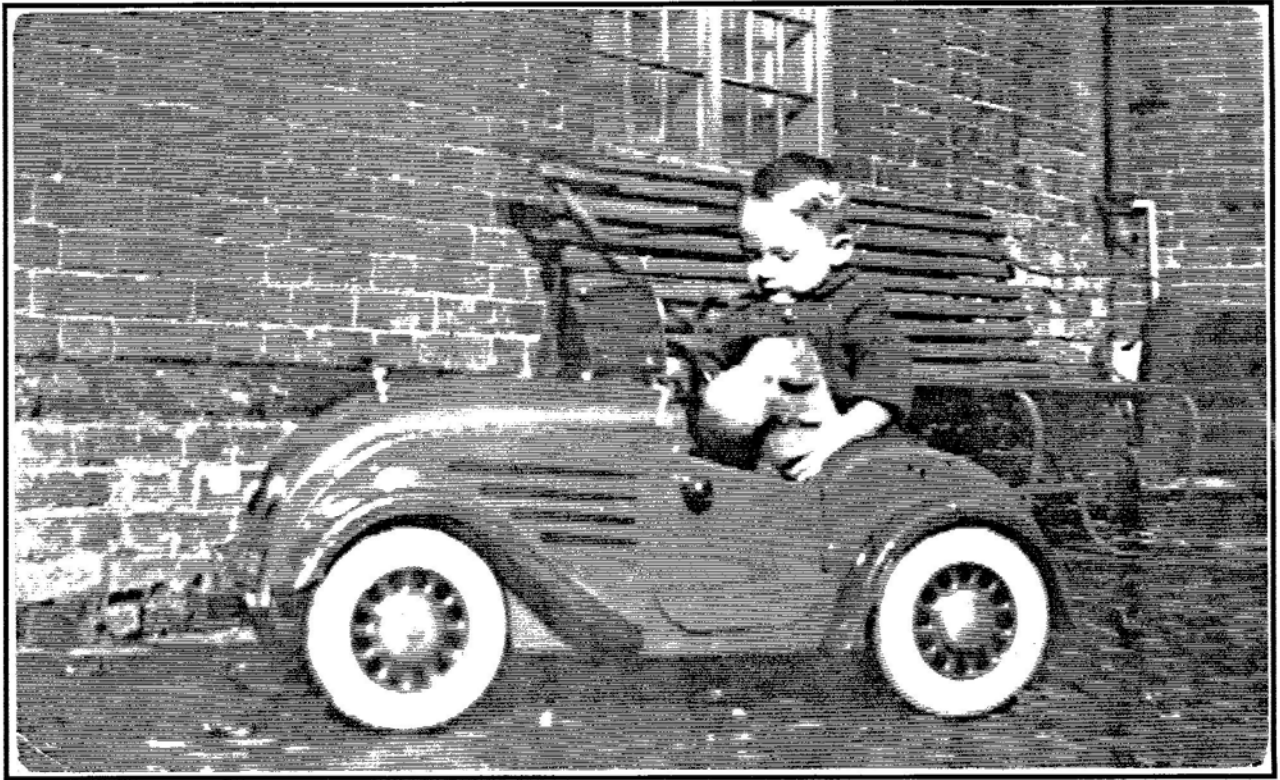
1935 Morris Eight Two Seater. Full M.O.T. Fully equipped now fitted with a Wolseley Eight Engine which is an overhead valve version of the original, but the original engine in good working order goes with the car and can easily be fitted if required. A fully restored 6 volt valve radio and many period accessory are also fitted. The only non-period item fitted is the hidden brake servo unit. The car runs well and is now very usable in modern traffic, a perfect second car for a small family. No tax, cheap insurance, low running costs. No depreciation. £5,950-00p.

Phone Chris or Alan Broughton
01269-870293.



Right, a Series I
tows a broken-
down double-
decker bus out
of trouble in
Lincoln on a
foggy morning
in the 50s

HOW WELL DO YOU KNOW YOUR FELLOW MEMBERS



The passenger was called Rover. But which club member is in the driving seat ?.

MUDDLED MOTORS.

Find the Name of the Motors hidden in the mixed letters.

answers

1 LUNVAC	VULCAN	14 LAVULHAX... ..	VAUXHALL
2 CLOORRYSEL	ROLLS ROYCE	15 LACTOCT	CALCOTT
3 OMNO	MONO	16 SABUNEM	SUNBEAM.
4 DOLANAK	OAKLAND	17 MORTSNARGYIDDELES	ARMSTRONG SIDDELEY
5 RUTEBESDAK	STUDEBAKER	18 PERINA	NAPIER
6 NAHLILM	HILLMAN	19 WEESOLLY	WOLSELEY
7 SORCLYES... ..	CROSSLEY	20 OVERCHELT	CHEVROLET
8 DONEVARL	OVERLAND	21 REALNUT	RENAULT
9 LAWVEYER	WAVERLEY	22 TARBLE	ALBERT
10 TRONICE	CITROEN	23 TRANSLEECH	LANCHESTER
11 TROLAPHEC	CALTHORPE	24 CHERRYLS... ..	CHRYSLER
12 MADLIRE	DAIMLER	25 PHONISAUSAZI	HISPANO-SUIZA
13 DASTARND... ..	STANDARD	26 TCITBU	CUBITT

FOR SALE

Gaskets for sale. SAAB 99 1976 Head gasket. Ford Prefect 1954 sump set. Standard Goldstar 1954-1959 decoke set. Standard Companion Estate Car 1959 On decoke sets. Standard Pennant 1958/59 decoke sets. Standard 8 decoke set. Morris 10 (M)/Wolseley 10 1939/48 head gasket. Hillman Minx 1950/53 decoke set. Hillman Minx 1954-on sump set. Set of brake linings for a bullnose Morris. Contact Huw Evans on 01792 826080

Tow bar for Rootes Group (Dixons Bate 51747). Also chrome bumper (Rootes 1970's) Contact John H Evans on 01792 366376

Bond 875 3 wheeler (Imp engine). Many spares, including engine, radiators, dynamos, starters etc. No windows (plastic), but good windscreens (glass). Please contact Martin Jones on 01792 830070 offers in the region of £350.

Rover P5B 1967 3 litre auto, 42k miles. Used daily. Tel Tony Vaughan 01792 266640

Alvis TD21 1962. Lovely condition £8,000 Contact Mr Phlegg tel 01267 290346

Austin 10 1933. Used Regularly. MOT ant Tax. Good condition. Ready to go £4,650 ono Contact Mike Wheadon on 01550 721414

Britax steel sliding roof kit. 2 brass Pyrene extinguishers. CIPO M1000 tyre. 2 alloy brake calipers (Triumph Uprichys type) Offers. Mike Jones 01792 362281

Morris M.O. 1954 Body and engine very good. Minor work required to electrics. Price negotiable. Contact John James on 01267 223108/232948.

Rover P5B coupe. Contact Ray Kethburn-Thomas

Club Night Monday March 15th

Mike Worthington-Williams will be presenting a new batch of 'Finds & Discoveries'. The evening starts 8.00p.m. sharp. Don't be late!!



Sunday Run 21st February

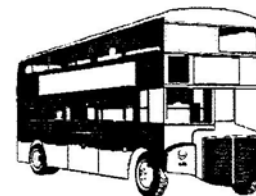
Meeting at the usual place, Pont Abraham services at 11.00 a.m. and finishing at the New Tredegar, Cwmtwrch. More details on club night. Contact Steve Pearson .

London Classic Car Show

March 20th-21st 1999-02-10

Any one interested in a trip to the Classic Car Show, please contact me at the club meeting in February. Prices to be announced.

Steve Pearson Tel 01792~416985



Mallow Vintage Run

July 2nd-5th

An invitation from Jimmy Bohan of the above club who would like members of S.H.V.R. to attend the 10th anniversary of their rally. As we all know, he is a faithful supporter of our Autumn Run.

Details and prices to follow.

Contact Steve Pearson 01792~416985

FOR SALE

Rover 12, 1938, one owner from new, used regularly until 1997, runs nicely, good condition, requires some TLC offers in the region of £4,750 contact Mark Lindon tel 01267 202250 (Carms)

Jaguar XK150 front seat black/beige good condition contact Geoff Anderson tel. 01639 845101

Good home wanted for magazines
Four years of Classic and Sportscar, free to enthusiast contact Dennis Carter, Kidwelly

Wolseley 16/60 1967 manual. Colour two tone, rose taupe/fawn. Genuine 86k miles. One owner from new. Recent respray. Many spares. Offers. Contact Joe Edwards tel. 01792 654796

Austin A40 Farina MkII. 1963. New front disc brake conversion. Taxed and tested. Used daily. Needs a good home. £1295. Contact Mike Jones tel 01792 362281

MG Midget hardtop, GT6 Mark 2 bonnet contact John Williams tel 01792 864731

Rover 10 1934 radiator £50 also 1932 Rover running gear contact John Williams

Jaguar MkII or E-type wire wheels 15" New chrome, 2 good chrome, 1 stove enamelled silver offers contact Mike Palmer tel 01792 203638

Spark Plugs a quantity of old plugs:
Lodge CV8038, CVL, LCV SINTDX
Champion X, No7, K17,700M,19N, 8COM,
L10,C5,UV10
KLG FE250, M30
Bosch M225TI, M145TI
German 12EX
PACY 18S
NGK A6, A7 Offers contact Mike Palmer
01792 203638

Triumph Herald estate 1967 (E). Scruffy but reliable. Has cost virtually nothing in three years. Uses no oil. Good tyres on Spitfire and GT6 wheels (Herald wheels and good tyres included). Disc brakes from Spitfire. Recent MOT. My son has finished University and is now driving his Spitfire. This is a reasonable car for a young driver with a tin of Dulux and £895. Haggle, but don't tell him I told you, since he may swap for something more modern and interesting (Scirrocco). Contact John Williams tel 01782 864731

Standard Flying 9 parts. Back axle complete. Front suspension assembly. Convertible hood frame. Some rusty body panels. Door fittings, they cost me 4 gallons to recover so the haggling must start at £25. The spare wheel and windscreen may also be available. Contact John Williams tel 01792 864731

Conversion parts to fit Marina or Ital 1300 engine into 1098 Midget, Sprite, Morris 1000 or A35 etc. The Marina G/box won't fit into the car and the 1098 g/box won't fit onto a Marina engine, and a 1275 flywheel won't fit onto the Marina crankshaft. But I have the bits. Yours for £20. Contact John Williams tel 01792 864731

Vauxhall Cresta 1955 E series for restoration (Does run) £300 ono contact Steve on 01792 416985

Suspension struts for 1960's and 1970's cars. Contact Stefan on 01792 648710

Wanted

MGA for restoration. Contact John Williams tel 01792 864731

Jaguar MkII or Daimler MkII V8, any condition. Contact Geoff tel 01639 845101

Triumph Vitesse Saloon roll bar. Contact Huw Evans tel 01792 862080

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 Dave Channing (01269 845765)



SHVR

RULE CHANGES ADOPTED AT THE AGM

18 January 1999

- 1 The said register exists for the purpose of promoting the preservation and use of historic vehicles in the general area of Swansea.
- 2 The said register shall consist of the officers, committee and registered members.
- 3 The said officers shall be be a chairman, membership registrar, secretary and treasurer. No officer shall hold more than one post. The committee shall consist of the officers and any other elected members as considered necessary by the existing committee. The committee may co-opt up to four further committee members from the membership of the register.
- 4 The committee shall be empowered to invite such persons, as they deem fit, to be Honorary President and Vice President/s for a period of one year.
- 5 Officers and elected committee members shall be elected from the membership of the register at an Annual General Meeting (AGM), which shall be held on the January meeting night in a suitable location chosen by the members of the register for monthly meetings, or at a location notified to members in writing, at least one calendar month in advance of the AGM.
- 6 Officers and elected committee members shall be elected for a period of one year, which shall commence at the end of the AGM. Co-opted members shall serve for such period as determined by the officers and members, being no longer than the period elapsing between their appointment and the next AGM.
- 7 Partners of registered members shall be deemed to be members of the said register.
- 8 Registered members shall pay an annual subscription, the amount to be determined by the committee and ratified by the members. Subscriptions shall be renewed on the 1st of January of each year. Any person becoming a new member of the said register after the 1st of February of any year shall pay at the rate of one twelfth of the annual subscription per month remaining.

- 9 There shall be held monthly meetings on the evening of the third Monday of every month at such venue as is chosen by the committee and/or members of the register. The said meetings shall be social gatherings and shall not be for the purposes of business or other matters concerning the running of the said register, save that:-
- a) The officers and committee may disseminate written information during the said meetings.
 - b) An extraordinary General Meeting may be covered during the said meetings if:-
 - i) The officers and committee deem that such a course is necessary and are supported by at least six other members present.
 - ii) If a majority of those members present request such a meeting upon at least six members having put requests for an extraordinary General Meeting into writing and handed them to the secretary or other officer of the register.
- 10 It shall be the duty of the committee to arrange at least three events each year for the historic vehicles belonging to the members of the said register.
- 11 The treasurer shall pay all monies due to the said register into a current bank account, which shall be in the name of the said register. Cheques drawn upon the said account shall be signed by the then elected treasurer and countersigned by the then serving chairman or then serving secretary.
- 12 The said committee shall appoint an honorary auditor to audit the accounts of the said register, which shall be made up for the whole of each calendar year and presented to the AGM.
- 13 These rules shall be capable of alteration or amendment upon the motion of the majority of members present at an extraordinary general meeting or Annual General Meeting.



Printed:23rd January 1999



THE SINGLETON PARK RALLY

Last years event was a huge success and our chairman, Mike Palmer, has plans to make the 1999 Rally even better, but how successful the Show will be depends to a great extent on the cooperation and help that is received from members of the **SHVR**.

One of the most important activities on the day is judging the various **CLASSES** of cars, commercials, motorcycles, stationary engines and other exhibits entitled to an award. All the exhibitors have taken time and trouble to attend our **SHOW** and it is only right that we in turn make sure that their exhibits are judged carefully so that the awards, which will be presented by Mike Worthington-Williams, are seen to be fair and appropriate.

In the past, when I was Chairman of the Judging, I received tremendous help from a number of members who very professionally selected 1st, 2nd and 3rd, Class winners which I collated ready for prize giving.

Once again this year, to ensure that we have sufficient Judges on the day, we are asking for **VOLUNTEERS** to carry out this important job. It only takes about an hour to judge each **CLASS** so there is still plenty of time to enjoy the show. This is something that cannot be left until the last moment, so please **VOLUNTEER NOW** to be a Judge rather than wait until the day of the Show as this will help to ensure that everything runs smoothly and we are not chasing around for judges at the last moment.

To volunteer as a Judge please give your name to Mike Palmer - who will pass it on to me or telephone me direct on 01293-827551 **PLEASE DO IT NOW.**

Thank you for your support,

**WE'LL ALL MEET IN THE SHVR TENT AT 11.30am AT SINGLETON PARK RALLY
ON MONDAY THE 3rd OF MAY.**

Ray Legate.

**MALVERN '99 - 'SHOW of SHOWS' - OCTOBER 2/3rd
THREE COUNTIES SHOWGROUND MALVERN WORCESTERSHIRE**

**MARCH 7th 1999
'BITZ & PIECES'
AUTOJUMBLE
THREE COUNTIES SHOWGROUND - MALVERN
VIA THE BROWN GATE ON THE B4209**

250/300 STALLS - OPENS 10 am



On behalf of the club members, we wish to welcome the following new members:

Tony Paton from Middlesex with his 1949 Pontiac

Neil Matheson from the Gower

Charles Goodwin from Kent with a Rover 75



S.H.V.R. Officers

Chairman-Mike Palmer

01792 203638

Vice-Chairman-Mike Evans

01792 206686

Secretary-Ray Kethburn-Thomas

01792 645957

Treasurer-Robin Jones

Membership Sec.-Stan Bingham

01792 360291

Club Regalia-Christine Broughton

01269 870293

Committee

Paul Blackmore

Alan Broughton

01269 870293

Dave Channing

01269 845765

Llew Davies

01639 773812

Steve Pearson

01792 416985

Peter Richards

Mike Glinternick

Jan Glinternick

President

Johnny Thomas

01267 290215

Vice President

Mike Worthington-Williams



The committee looks forward to the next meeting!!

SHVR REGALIA

Car Badges.

S.H.V.R. Car Badges. We have ordered some new badges, which have inevitably gone up in price. The new price is £17.50 each. This is an ideal way of showing your support for the Club

Winter Warmers (Essential For Shows And Events).

S.H.V.R. Embroidered sweatshirts with standard club badge or 20 th anniversary badge. Most colours available. We have gone for good quality sweatshirts hence the price. Sizes up to Extra Large £17.00. Extra/Extra Large £18.00.

Head Gear.

Base ball caps with S.H.V.R. Embroidered logo £7.00.

Woollen Hats.

Woollen Hats with S.H.V.R. Logo. £7.00.

Key Fobs.

Leather Key Fobs with S.H.V.R. Logo £1.75.

Badges.

Lapel Badges with S.H.V.R. Logo £1.75.

Windscreen Stickers.

S.H.V.R. windscreen stickers (for inside fixing) £1.00.

Blazer Badges.

S.H.V.R. Logo blazer badges. £8.00.

Summer Essentials.

S.H.V.R. Embroidered polo shirts with standard club badge or 20th anniversary badge. Most colours available. Sizes up to Extra Large £14.50. Extra/Extra Large £15.50.

S.H.V.R. Umbrellas.

Umbrellas with S.H.V.R. Logo. Blue/White or Red/White. As tested at Singleton Park. £17.50. Each.

NEW ITEM

Tie or Lapel Badges

Pin Back Badges with enamelled S.H.V.R. Logo £1.75.

NEW ITEM

S.H.V.R. T-Shirts & Polo Shirts.

T-Shirts with printed S.H.V.R. Logo £8.50.

Polo Shirts with printed S.H.V.R. Logo £12.50.

S.H.V.R. Brittany Tour Polo Shirts £12.50.

Samples of the sweatshirts and the polo shirts will be available on club nights.

Please see:-

Christine Broughton or any Committee Member

or

phone Christine on 01269~870293.

If you would like to purchase any of the above items.

