

# S.H.

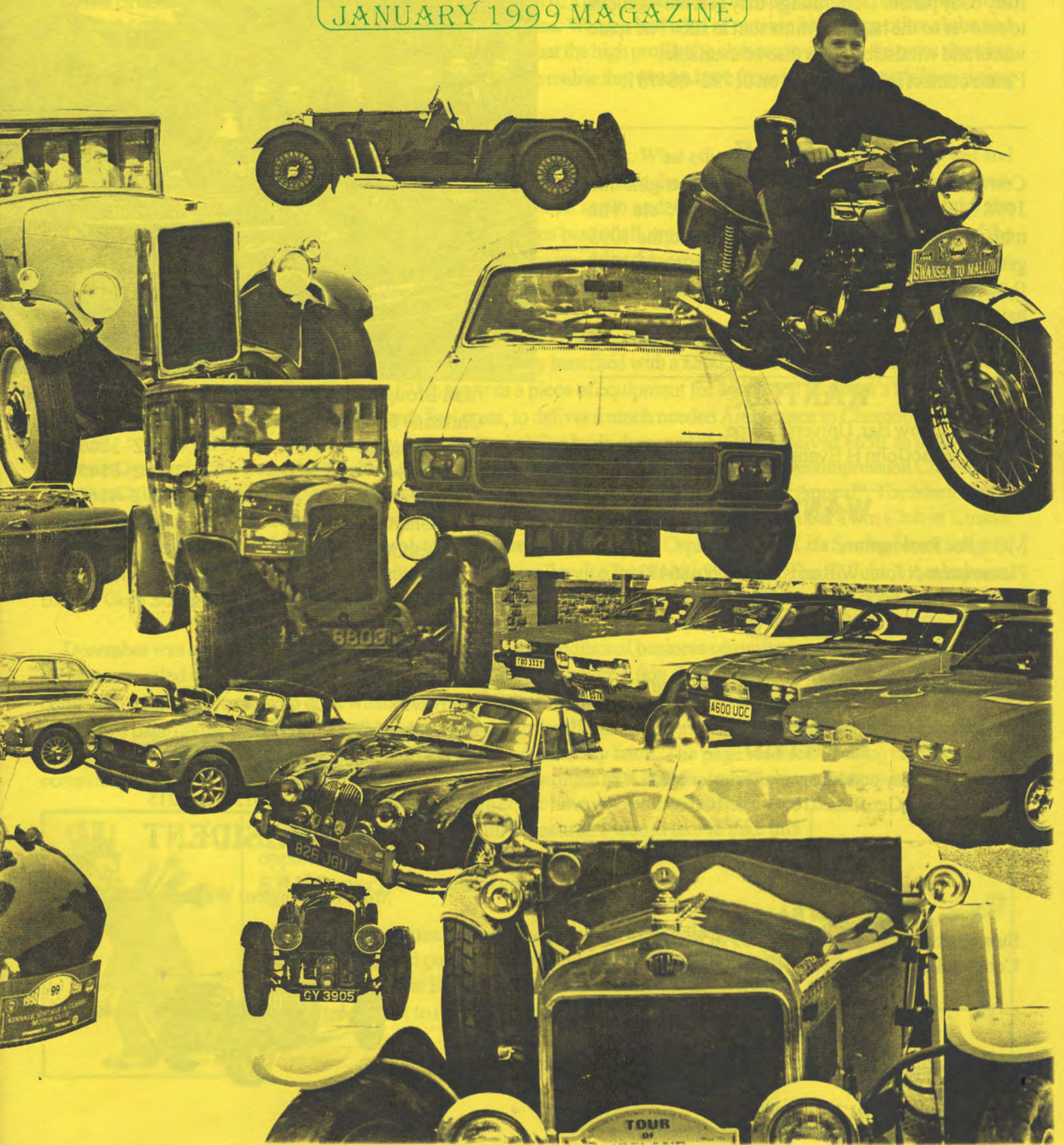


# V.R.

## THE SWANSEA HISTORIC VEHICLE REGISTER

22 YEARS SERVING THE ENTHUSIAST

JANUARY 1999 MAGAZINE



## FOR SALE

Volkswagon Beetle 1300. Left hand drive. Not running  
Some parts missing, but mainly complete. New tyres.  
No documents. £155. Set of pistons (new +005) for a  
Vauxhall Viva HC. £20.

Please contact Gwyn Stephens on 01639~630763

## FOR SALE

Standard Flying 9 Parts. Back axle complete. Front  
suspension assembly. Convertable 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.

Please contact John Williams on 01792~864731.

## FOR SALE

Conversion parts to fit Marina or Ital 1300 engine into  
1098 Midget, Sprite, Morris 1000 or A35 etc. The  
marina gearbox won't fit into the car and the 1098  
gearbox 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 on 01792~864731.

## WANTED

"A" Frame Tow Bar. Universal Type.

Please contact John H Evans on 01792~366376.

## WANTED

MGA For Restoration.

Please contact John Williams on 01792~864731.

## WANTED

Roll Bar for a Triumph Vitesse Saloon.

Please contact Huw Evans on 01792~862080.

## WANTED

Jaguar Mk2. Any condition or a Daimler Mk2. V8.

Please contact Geoff on 01639~845101.

## FOR SALE

Suspension Struts for 1960's & 1970's cars.

Contact Stefan on 01792~648710.

## FOR SALE

1955 Vauxhall Cresta E Series for restoration (Does  
Run) £300 O.N.O.

Contact Steve on 01792~416985.

## SHVR OFFICERS

### CHAIRMAN

Mike Palmer 01792~203638.

### VICE CHAIRMAN

Mike Evans 01792~206686.

### MEMBERSHIP SEC

Stan Bingham 01792~360291.

## SHVR COMMITTEE



Alan Broughton 01269~870293.

Christine Broughton 01269~870293.

Tony Vaughan 01792~366640.

Jerry Lloyd 01792~814562.

Steve Pearson 01792~416985.

Dave Channing 01269~845765.

Ray Kethburn-Thomas 01792~645957.

## SUB-COMMITTEE

Mike Glinternick

Paul Blackmore

Llew Davies

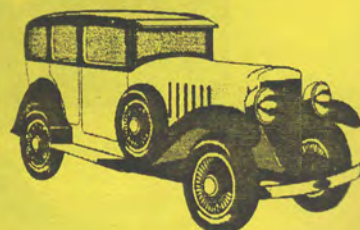
Peter Richards

## PRESIDENT

Johnny Thomas - 01267 290215

## VICE PRESIDENT

Mike Worthington- Williams



## THE THOUGHTS OF CHAIRMAN MIKE



Well !!! As usual I have to enlist the assistance of our bevy of beauties that have adorned this page over the past couple of years to attract your attention. I trust that most of you have recovered from the festive season and are in a reasonable state of repair, ready for the compulsory chaos that **S.H.V.R.** has in store for you in 1999. Last year was an incredibly busy year, membership topped the 280 mark and the success of our Singleton Vintage Car Show has put the club on a firm financial footing.



As I gather my thoughts back to this time last year and the wrangling between Round Table and ourselves as to who was to take over the show, we as a club certainly put our heads on the block. But have proved without a shadow of doubt, the best group won. The 100% commitment of a terrific committee and the help and commitment of all **S.H.V.R.** Members in varying ways contributed to our success. We also had a lot of outside help from other clubs and organisations. Everyone likes to help good causes, and I think that the high profile the club receives from the press showing our commitment to helping mainly local charities, makes people realise that we can have fun with our hobby whilst assisting others.

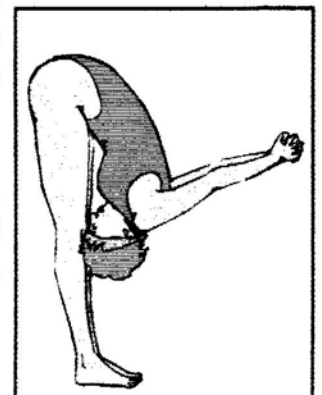
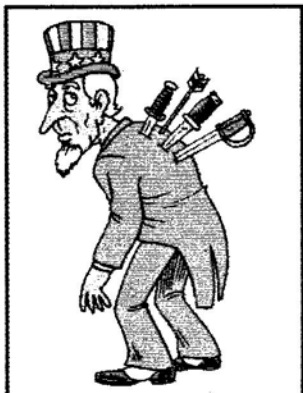
Mind you, on the other hand we could also be considered a strange lot. What other group of people on a very wet and windy day would cast aside their trusty modern mount in favour of travelling the countryside with no hood or side screens, a preference for rear wheel brakes only, as opposed to discs, a servo and A.B.S., or even a 26 point turn with the assistance of two helpers instead of power steering or perhaps best of all, a piece of old cloth to wipe the inside of the windscreen in the absence of demisters and a heater. But anyone can drive these modern automatic, air conditioned modes of transport!!! It takes real ER!!! UM!!! YES!! WELL!!! One thing is for sure we certainly enjoy our motoring.

The financial success of Singleton Show combined with some raffles and club auctions has meant we have been able to make donations to Ty-Hafan Childrens Hospice in Wales. They benefited with a £500. Donation as did the Evening Post's Cancer Appeal receive £500. We also gave £750. towards a piece of equipment for Morrision Hospital's Renal Unit via The Kate Pye Appeal. £250 was given towards fuel costs, to deliver a much needed Ambulance to Chernoble Childrens Hospital. "C.A.T.C.H." a Swansea Charity dedicated to helping brain damaged children received £650. to purchase an Exercise Gym and some Bean Bags (with **S.H.V.R.** emblazoned upon them) for use in their Decompression Chamber. We gave £100. to Velindre Hospital, Cancer Research via Derrick Davies' "Penny Farthing Appeal", The Marie Curie Care Nurses also benefited from a £200. donation. We gave £500. plus a £150. donation from our Twin Club in Kinsale to Gerald Evans' "Bull By The Horns" appeal, to help to pay for a Ukrainian Orphan to have Life Saving Heart Surgery. Other groups to benefit from our fund-raising were The Fire Service Preservation Group, The St. John's Ambulance, Bishop Gore School and two local Scout Groups. All of whom assisted at our Singleton Show. Well done everyone !!!

December was a busier than usual month for me, with some additional business commitments thrown in just for good measure coupled with the fact that I now work away from Swansea a few days a week. This all created even more confusion than usual, as to who does what and when for our monthly mag. The end result was me giving the printer an unfinished page (What's new about that? I hear you thinking aloud!), luckily Gerald did a make do and mend job, whilst I called in the local hospital to have some daggers removed from my back. The page referred to some changes in the committee. Steve Mitchell no longer wishes to be on the committee of **S.H.V.R.**, so his job as secretary has been taken

over by Ray Kethburn-Thomas, we have also enlisted Robin Jones to fill the vacant post of Club Treasurer. I would like to take this opportunity to thank Steve for his help and contribution towards **S.H.V.R.** over past couple of years.

A sub committee has also been set up to handle Singleton. Members co-opted on are - Mike Glinternick, Llew Davies, Paul Blackmore and Peter Richards. All of these members, as are existing committee subject to re-election at our A.G.M.





What else did the club do in 1998 ? This is the tricky bit, do I wear a seat belt ? Do I require a safety harness ? Should I dose my self up with valium ?, or shall I ask some one else to do it ?. Yes I'll do all of those things ! Right ! I'm safely strapped in my high chair, surrounded by last years magazines, Christine's at the ready to thumb through the past ! So here goes.



The year started with a "Sunday Lunch" visit to Dyffryn Arms in Bryncoch, the first of many lunchtime and evening jaunts to the local hostelrys throughout the year. In February Harry Price invited **S.H.V.R.** to their "Premiere Run", our first road run proper of 1998. This was followed by a trip to "The Classic Car Show" organised by Steve Pearson, in the same month almost every member of **S.H.V.R.** converged on Malvern for The "Bits & Pieces" Autojumble. April began with the Pontardulais Clubs "Easter Bonnet Run", next on the agenda was our own "Singleton Vintage Fayre", what a tremendous effort, then it was off on our annual pilgrimage to "Kinsale" its about ten years since "Mr. Ireland" (Mike Green) taught us the art of walking on water and instructing us in the gentle art of how to relax !! The Irish Way. Something to do with Guinness, and finding as many different ways of transporting it as is possible whilst remaining in an upright position ! Will we never learn the secret ? Some forty or so intrepid **S.H.V.R.** adventurers had a good try.



No sooner had we returned home than Bohan's "Mallow Rally" under the leadership (One) first away was the follow up to last years West Wales with lunch at Llys-y-Fran before off was a day at Pembrey to sample the delights change in direction for us, the run took us up over Brecon with some breathtaking scenery and delightful "Country Roads" and a superb lunch halt at Llandovery College, the following day saw us all congregated at Jan & Mike's Abertawe Service Station for the start of the Abertawe Tour, this took in the beautiful Carmarthenshire Countryside, with a Coffee/Refreshment stop at Castell Howell Caterers in Carmarthen, the run then went past the Llanarthne Botanical Dome before finishing at the Mountain Gate where Lyn Thomas organised a Static Show.

another contingent from **S.H.V.R.** attended Jimmy of Hywel Evans. Then it was The Runs - (Motoring "Castles Run", some eighty cars took in the Castles of continuing further west to a grand finale at Tenby. Next of Jaguar Racing, we then had the "College Run", a

A further band of intrepid **S.H.V.R.** explorers departed to Brittany for a fun filled week of specially prepared chaos/ it turned out to be a motoring version of "Ready Steady Cook" (And Drink) under the supervision of North Wales Supercook Dave Price and his Sweet (as in puddings) assistant Kath. So if you are wondering who was responsible for the weight increase on the ferry on the return trip, you know who to blame. No sooner had we got back to some sort of normality (did I say that!) The Irish were invading us, and we were off on two day **S.H.V.R.** "Autumn Run" which this year centered around Mumbles, with a visit to the Cefn Coed Colliery Museum and our usual visit to Leyton Robert's car collection. There's more, in between those events the Monthly Evening and Sunday Runs continued. each one gaining more and more support,

The Club also did its charity bit for Mc Donalds by driving Ronald Mc Donald to the childrens ward in Singleton Hospital. We had a Hospitality Stand and Autojumble Tables at the world famous Beaulieu Autojumble. Alan Broughton arranged a visit to the Rolls Royce Factory in Crew and reliably informed me that all the workers had V.W. pendants around their necks!. What ever does he mean ? Whyndham Rees organised a trip to the Classic Car Show in Birmingham. We also had our Monthly Club meetings at the Murton Rovers, with various speakers, quizzes and the such. The Club Magazine keeps members in touch with whats happening, especially for those unable to attend the monthly meetings,

throughout the year, we have on one or two occasions experienced difficulties in filling the magazine, so if you have anything that is of interest to your fellow enthusiast, please send your contributions to me, also adverts, jokes or any snippets to help fill the mag. We haven't had too bad a year weatherwise for most of our events, but the overall success of most of the events has been down to the individual organiser and the "Value For Money" element achieved through sponsorship.



I would like to take this opportunity to say a special thank you to :-

Everyone who assisted with our Singleton Show - Mobil Oil (Barry Jones) for sponsorship. Dave Watkins and Frank Berry of C.E.M.Days for sponsoring the Autumn Run and help with Singleton. Dave and Sonia Hyland of the Dyffryn Arms for also sponsoring the Autumn Run. Dave Roberts, The Herald of Wales and Evening Post for promoting **S.H.V.R.** Leyton and Anthony Roberts and Family for the Autumn Run Visit. Phil Goss for the help with The Autumn Rally. Terry and Dean Thomas of Manor Park Hotel for sponsoring The College Run. Debbie and Ray Foley (Tenby Travel) for sponsoring The Castles Run and sorting Brittany. Mike and Jan Glinternick for sponsoring The Abertawe Tour. Brian of Castell Howell Frozen Foods who also sponsored The Abertawe Tour. Lyn Thomas from The Mountain Gate who sponsored The Mountain Gate Static Show. Alan and Christine Broughton for The Rolls Royce Visit. Whyndham Rees for The N.E.C. Trip. Mike and Staff of The Murton Rovers for the super buffets at The Autumn Run and Christmas. Bill Radford for organising the Raffles. Mike W.W. for his continuing support and Promoting **S.H.V.R.** through his numerous publications. All the Hostelrys that have made us so welcome on our Sunday/Evening Runs.

A Thank You to all The Members who donated Gifts and Prizes for us to Auction or Raffle.

And finally -

A very special Thank You to all of The Committee for their Hard Work and Commitment to **S.H.V.R.** and its Members.

Thank You All

A Happy and Prosperous New Year  
And Safe Enjoyable Motoring for 1999.

Mike P.

**S.H.V.R. CLUB CHAIRMAN.**



IMPORTANT NOTICE TO COMMITTEE MEMBERS

COMMITTEE MEETING

There will be a Committee Meeting on Sunday the 24th of January 1999.  
To be held at Murton Rovers  
at 7. pm. Sharp.

Mike P.

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SINGLETON 1999 MEETING

January 24th at 8. pm.

We shall be holding our second Who Does What ? Why ? And When ! Meeting at Murton Rovers on the 24th of January 1999. at 8.pm. (Immediately after our Committee Meeting) We need a lot more help, so please make the effort to attend.

Mike P.

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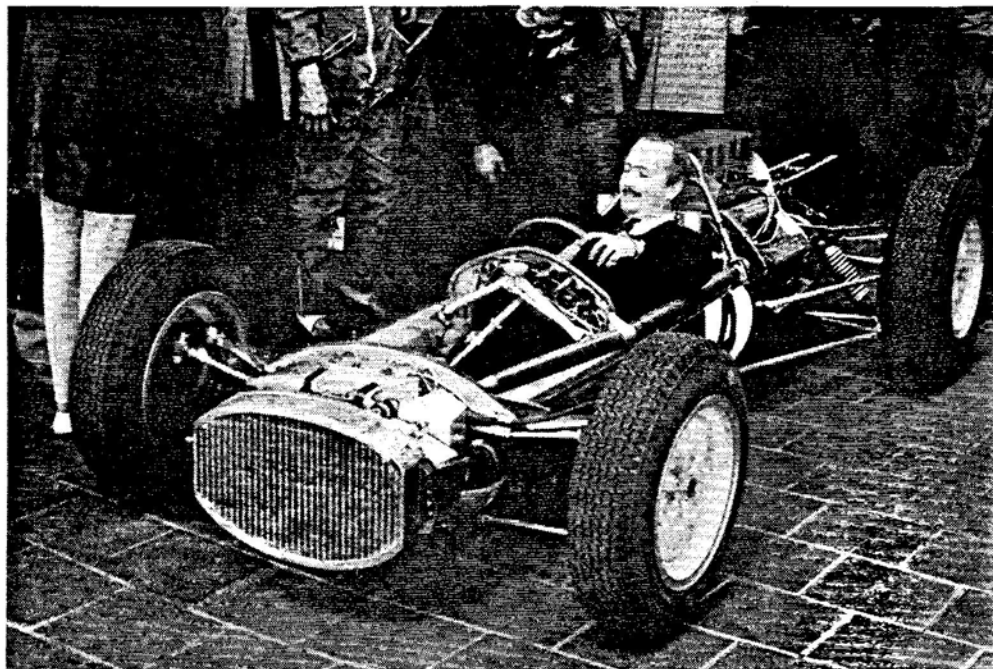


## ROAD AND TRACK

# New Lotus Challenge in Formula One

THE opening rounds of this year's Drivers' World Championship were won by three different drivers in three different Grand Prix cars—an indication of the fierce struggle going on in Formula One racing today, where no one marque yet reigns supreme. The season opened with Graham Hill's BRM win at Zandvoort, round two went to Bruce McLaren in the new Cooper at Monte Carlo, then came the Belgian Grand Prix over the fastest course in Europe, a great triumph for Jimmy Clark in the revolutionary new Lotus 25, at the fantastic average of 131.89 m.p.h.

Colin Chapman's remarkable Lotus may well set a new trend in Formula One design, just as the rear-engined Cooper did four years ago. Instead of a conventional chassis frame of small-diameter tubes,



Colin Chapman in the cockpit of the Lotus 25. Photograph by Geoffrey Goddard, by courtesy of "Motor Racing".

favoured by every other Grand Prix constructor, the new Lotus uses fuel tank casings, one on each side of the car, as main stiffening members. They are joined by an under-tray, also in light alloy, ex-

— By —  
**JERRY AMES**

tending the entire length of the car with front suspension bolted to one end and the engine at the rear.

This monocoque design provides a rigid structure of great strength and saves something like 50 lbs. in weight, which gives a useful advantage both in acceleration and maximum speed.

In its first two races the clutch operating mechanism failed, but if this has been successfully overcome, as would appear from the Belgian Grand Prix results at Spa, the new Lotus in the hands of Jimmy Clark may well go on to take the Grand Prix Constructors' World Championship. Once in the lead, this combination seems virtually unassailable.

Although Colin Chapman has a brilliant idea, he is still dependent on engines and both British V-8s are, as yet, a trifle on the fragile side. The BRM V-8 has suffered oiling problems which, incidentally, cost Graham Hill the Monaco Grand Prix; he retired with a damaged engine when leading seven laps from the end.

When engine designs are comparatively new and still under development, as in the present 1½-litre Formula, it is often difficult for engineers to decide whether to reduce revs in order to achieve greater reliability or gamble on more performance and leave their rivals behind.

Smarting under defeat from a lack of power last year, British teams have gambled on more power, a policy that has paid off handsomely, while Enzo Ferrari refused to sacrifice reliability for performance.

His cars, still with inferior handling to BRM, Cooper or Lotus, are always in the background waiting for the British teams to blow one another up and although his leading driver, World Champion Phil Hill, is showing improved form, works Ferraris are just not fast enough to threaten BRM, Cooper or Lotus.

Porsche seem to be getting cold feet and are talking about withdrawing from Formula One. Already they have missed Spa and they withdrew their flat eight from



The Maserati 3500 G.T. which will go from 0 to 100 m.p.h. in fourteen seconds and has a maximum speed of over 140 miles an hour.

Le Mans at the eleventh hour. This stems largely from criticism in the German Press because the new flat eight did not immediately turn out to be a world-beater like the Mercedes-Benz of a few years ago. The situation has not been helped by changes among top executives. Porsche should take a lesson from British engineers whose courage and tenacity has once more placed our cars firmly in the winning groove. All this talk is unsettling to their drivers Jo Bonnier and Dan Gurney, and to racing manager Huske von Hanstein. They cannot give of their best while such defeatist gloom spreads through the firm.

\* \* \* \*

The Le Mans 24-hour race produced an extremely interesting new British car, the 4-litre prototype Aston Martin, heralding the return of the Feltham firm to racing

with the most potent car it has built yet. Its highly-tuned 3,996 c.c. twin overhead camshaft engine with three big double choke Weber carburettors, pushes out 345 b.h.p. at 6,000 r.p.m. Its calculated speed is over 180 m.p.h. Colin Chapman, with an eye on the Index of Performance, which is calculated on engine size and distance covered, had entered a very hot Lotus 23, powered by a 997 c.c. engine of Ford Anglia origin, but much modified and fitted with twin overhead camshafts; it was said to be reaching a speed of 140 m.p.h.

During the scrutineering the French moved heaven and earth to get this Lotus excluded from its class, dominated as usual by French cars. They succeeded, for the speed of the new Lotus would otherwise have made their cars look a bit ridiculous this year.

\* \* \* \*

One or two friends who run family saloons have recently been grumbling about poor servicing, and with good cause. Cars are returned with engines running unevenly, stemming from faults like badly-adjusted tappets, plugs and ignition; as for carburettors, not one mechanic in a hundred seems to have the knack of correctly adjusting and tuning them, a fault several big garage owners have ruefully admitted to me.

Not long ago, I sent my Mini-Minor to the local agent for its periodic servicing. Unfortunately I asked to have some dirt removed from the fuel line. When it came back the mixture was far too rich and the "Anvil Chorus" from pinking had to be heard to be believed. Naturally, I took the matter up with the managing director and was staggered when I was told the engine needed de-carbonising. When I pointed out that the experimental department at Cowley had taken the head off less than 2,000 miles back, de-carbonised it and ground in the valves, that really put the cat among the pigeons.

I suggested the mechanic might try retarding the ignition, when of course, a good deal of the performance came back, but he could not get the carburation right because he would try and tune by the book, whereas each engine is as individual as you or I.

Goodwood commentator James Tilling came up

with the answer. He runs a small firm in Kensington employing only a few mechanics, but they are all hand-picked specialists. One is certainly an artist at tuning carburettors. Since he ran his knowledgeable fingers over my Mini it goes like a bomb, while fuel consumption has improved because the engine is running efficiently.

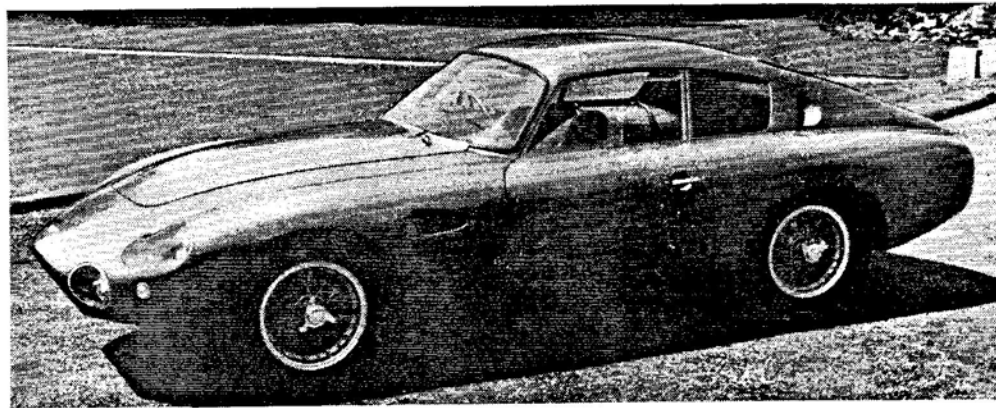
One of the most unusual cars I have driven recently is the 3,500 GT Maserati four-seater coupé—unusual because it has a five-speed gear box and Luc petrol injection. I found the beautifully-made Maserati an easy car to handle, in spite of its 245 b.h.p. at 5,500 r.p.m. The powerful 3,485 c.c. six-cylinder engine is wonderfully smooth and provides acceleration equalled by few other closed cars; it will go from standstill to 100 m.p.h. in 14 seconds, can attain 100 m.p.h. in third, 120 m.p.h. in fourth and 140 m.p.h. in fifth. In every way it is a fascinating car.

A new model that impressed is the Triumph Vitesse with six-cylinder 1.6 litre engine featuring very large bearings. Chassis and body closely follow the Triumph Herald with all-independent suspension, four-speed gear box and extremely powerful Girling brakes with self-adjusting discs at the front. Its six-cylinder engine lifts the Vitesse out of the touring class, giving it a lively performance and a top speed of 90 m.p.h. Acceleration is pretty good; it will go from 0 to 50 m.p.h. in 11 seconds and to 60 m.p.h. in 17 seconds. The floor gear change has an excellent synchronesh on the upper three ratios; speeds in the lower gears were 30, 60 and 76 m.p.h.



"He keeps crying, mother . . . says it's not like a real train because it starts every time."

The new 4-litre six-cylinder prototype Aston Martin which was driven at Le Mans by Graham Hill and Ritchie Ginther.



SUBSCRIPTIONS FOR 1999 ARE NOW DUE

Either see Stan on Club Night or send your completed form to :-



Stan Bingham,  
28, Long Shepherds Drive,  
Caswell Swansea.

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### ARTICLES FOR THE MAGAZINE

If you have any articles, stories, pictures, cartoons or anything that may be of interest to fellow enthusiasts

Please send them to me

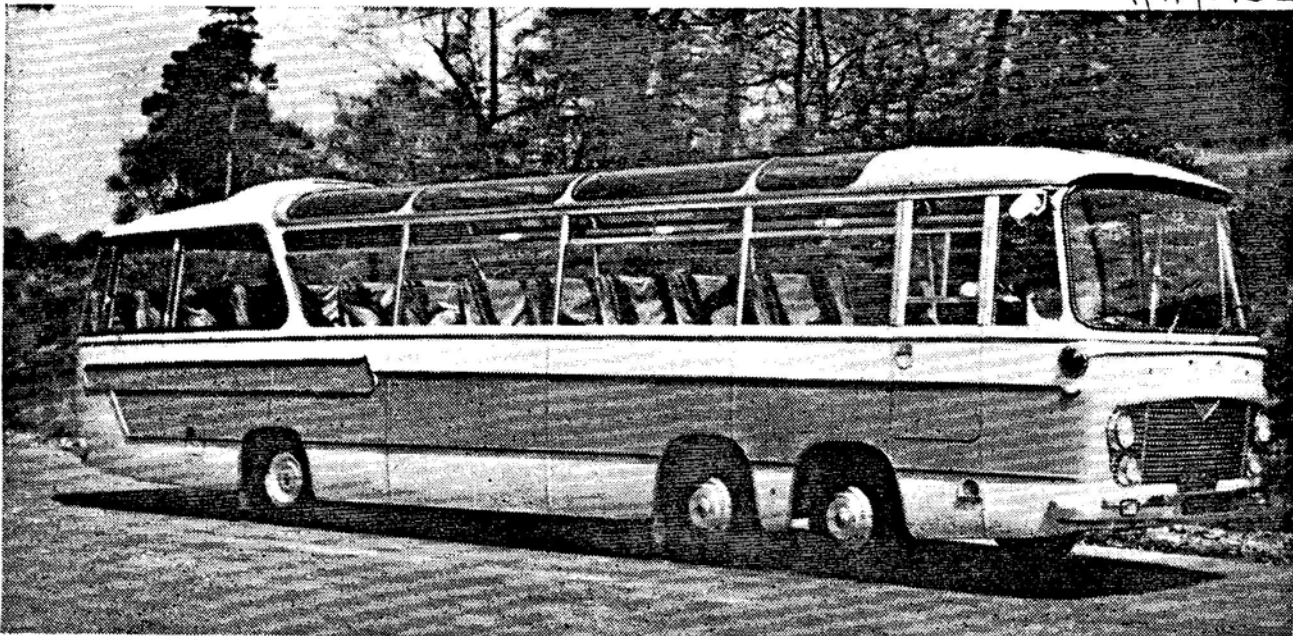
Mike Palmer, S.H.V.R.  
10, Carnglas Avenue,  
Sketty,  
Swansea,  
SA2 9JG.

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# Three Axles—And No Trolleybuses

1/11/1962



**T**HE heading summarises in five words my impressions of the 1962 Earl's Court Commercial Show. With an increasing number of authorities scrapping their trolleybus systems it no longer pays, apparently, to exhibit these vehicles. This is the first post-war show at which they have been absent. On the other hand, a real surprise to many viewers was the debut of the Bedford V.A.L. model with its twin front axles and smaller wheels, reminiscent of those queer "beasts" of the 'thirties—the Leyland "Gnus". The show model had an unladen weight of 6-10-1 and mounted a Duple "Vega Major" body with 52 seats. With the higher speeds now obtaining on our motorways such a coach could add an important safety element to road travel.



# On the Heath

by  
Phil Heath

ALTHOUGH I am mainly a Norton 'singles' man, as readers will already have gathered, I have recently been involved with Royal Enfield twins, firstly through a sale and then reading about one in the motorcycling press.

The sale was a bike I bought in the summer, along with a C11 B.S.A., a sidecar chassis, a Don R coat and various boxes of bits and pieces from a "garage clearance". I also decided to have a clearance sale and advertised both bikes in my local paper and was surprised at the interest, especially in the Enfield. This was a Meteor 700 built around 1954 — there was no log book and it was only 75 per cent complete and dismantled, which was made clear in the advert.

Royal Enfields were never that popular, especially in the 1950's and '60's, when I was a sales rep for another 'not-so-popular' make the Excelsior. The Enfield slogan, "Built like a Gun", was interpreted by some unkind souls with such words as, "Yes, one bang and you've had it".

But something has happened in the vintage motorcycle world which has made people change their minds about these Red-ditch machines. I refer of course to the exploits of Steve Linsdell at V.M.C.C. race meetings, first with a 350 Bullet and more recently with a 700 Twin.

Nobody ever thought of Royal Enfields in connection with racing. True, in their early history they were regular entrants at factory level with their very neat 350 c.c. V-twins. The 1914 machines for instance, with all-chain transmission and low centre-of-gravity dropped frames, looked very businesslike and ahead of their time. In the Junior T.T. that year, although they were beaten by the very fast and light A.J.S.'s, they finished third and in fact had eight finishers in the first 26. In the vintage period the 250's gave a good account of themselves, including a second place by C.S. Barrow in the 1928 Lightweight T.T. and at pre-war Donington Jack Booker's 250 was always a likely winner. But post-war, except for one appearance by the late and great Bob MacIntyre on a twin at a Thruxton 9 Hour Race when he led for a while until it went bang, they were just not part of the racing scene.

So when Steve Linsdell appeared in 1977 with a 1951 350 Bullet to compete in the Post-War Class it was a typical case of "They laughed when I sat down to play but...". True not everybody was lucky enough to own or could afford a Mk. VIII Velo, a Manx Norton or a 7R Ajay and so push-rod Nortons, Ariel Red Hunters and early Beeza Gold Stars made up the entry lists and their owners had a good chance of being somewhere up near the front and not

disgracing themselves, but a Royal Enfield!! However, right from his first race he was close up behind the pukka race bikes and it wasn't long before he was finishing in the first three. Needless to say it wasn't only the bike, he is a very neat polished rider. Furthermore the bike was dead reliable and always looked as clean and immaculate in the paddock afterwards as before the race — no oil leaks and that was something for which R.E.'s were notorious.

By the end of the following season not only was he well up in the races he contested but winning, much to the embarrassment of the Mk. VIII etc. owners.

To add insult to injury for 1979 Steve brought out a 700 Twin — being the first year it was eligible under the Vintage Club's 25 year rule — and proceeded to dust up the 650 Triumph twins which had been having it all their own way in the Unlimited Class. In fact by the end of that year he was virtually unbeatable in both the 350 and Unlimited classes.

But to get back to the twin I sold recently, as there was no log book I had to establish what year and exactly what model it was. The model was not difficult as there was an original transfer on the tool boxes declaring "Meteor 700", and by looking through the bound volumes of the weeklies in the V.M.C.C. library I was able to date it as 1954 but on doing so I also checked when the various Enfield vertical twins were introduced and how they grew up in size.

The first twin was introduced in November 1948 for the 1949 season. It was 496 cc. in capacity and had separate cast iron barrels and aluminium heads with integral rocker boxes. Also separate camshafts, the exhaust in front and inlet behind the barrels. It was known simply as the "500 Twin" described as a "fast tourer" and a contemporary road test gave the maximum speed as 85 m.p.h.

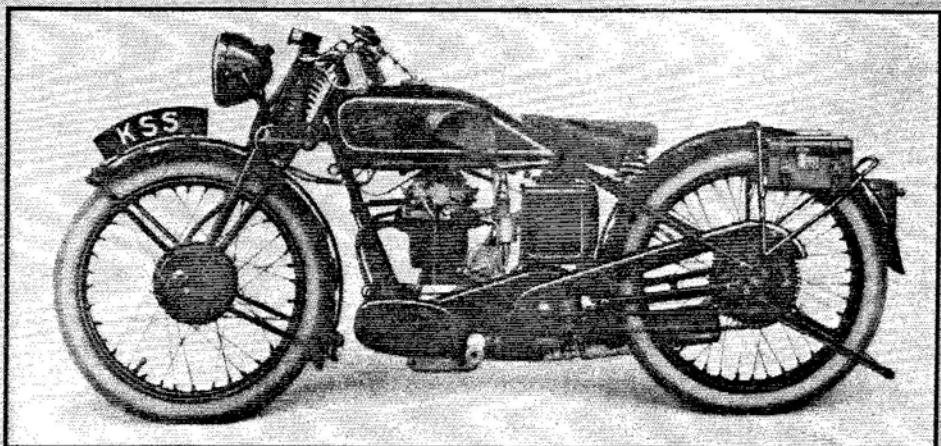
It continued more or less unchanged and in 1953 a larger version was added to the range, a 700 (actual capacity 692 cc.) which made it the biggest vertical twin on the British market, all the other 'big 'uns' being 650's. It was known as the 700 Meteor and basically consisted of two 350 singles side by side, the bore and stroke being the same 70 x 90 dimensions. It was a rugged looking bike with a finish described as "Copper Beech", the lively performance gave a maximum speed of about 95 m.p.h.

In 1956 the 700 became the Super Meteor and alterations were made to the crank assembly, cylinder finning, cams and compression ratio. Apart from more power the engine characteristics were altered so that whereas by 1955 the Meteor produced 36 b.h.p. at 6000 r.p.m. the new motor turned out 40 at 5500 and pulled a top gear of 4.33 to 1, as opposed to the old 4.47, so obviously it had a lot more torque.

Another name appeared in 1958, the Constellation. Again a 700 cc. machine but with yet more power, over 50 b.h.p. the factory claimed, and altered in appearance due to a new part loop, part open tubular frame and a handsome 4½ gallon chrome and red tank. There was also the 500 still available but this had a different engine being over square with 70 x 64.6 dimensions, as well as having the new frame etc.

Finally in October 1962 the biggest of the lot was put on the home market — they had been available overseas for some while — the Interceptor with 736 cc.'s churning out 52½ brake horse. This was not just an over-size Constellation but a different engine with a redesigned crank, crankcase castings and cylinder heads amongst other things.

Rumour has it that Enfield also produced a prototype 800 cc. motor and that Steve Linsdell has enough parts to build one of these engines, but the story of that will probably have to wait until after this season.



# LONDON CLASSIC CAR SHOW

MARCH 20th ~ 21st 1999.

Any one interested in a trip to the Classic Car Show. Please contact me by club meeting in February.

Prices to be announced

Steve Pearson

01792~416985.



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6 South Wales Evening Post, Tuesday, June 5, 1990

## Clubs combine for nostalgia trip

### Guildhall's veterans roadshow

MOTORING NOSTALGIA was in the air at Swansea Guildhall over the weekend, with the arrival of 18 veteran cars and motorcycles from the Munster Motor Cycle and Car club, of Cork. THE CLUB was the guest of Swansea Historic Vehicle Register, which plans to make a return visit to Cork later this year. This was the Irish club's second visit to the area, and it included road trips to Ammanford and Dan-yr-Ogof from members' base at the Hilton Hotel before they returned on the Swansea-Cork Ferry.

Members of the Swansea and Cork clubs were given a civic reception by the Lord Mayor and Lady Mayoress of Swansea, Councillor and Mrs Colin Hammacott, who couldn't resist the temptation of sitting behind the wheel of Paddy Guerin's immaculate 1920 Buick.



● LORD MAYOR AND Lady Mayoress of Swansea, Councillor and Mrs Colin Hammacott at the wheel of the 1920 Buick, in the back seat (from left) are Paddy Guerin, owner, and Noel O'Halloran and Mike Green, the Cork and Swansea organisers of the event.

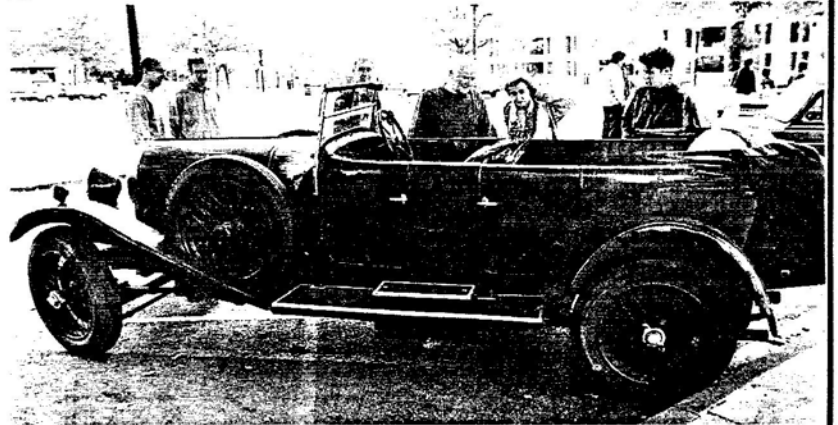
Pictures: Howell Davies



● EAMONN DUNNE, of Wicklow, with his 1929 Morris Cowley. The car was found in a hedge. It took three weeks to recover it from its resting place, and several years' work to restore it to original condition.



● AL GIBBINGS (LEFT) travelled from Cork on his 1922 AJS with Tommy Foley, who was riding a 1947 Triumph.



● VEHICLES FROM THE SWANSEA club accompanied the Munster members to the Guildhall, where the 1920 Bentley owned by Swansea president John Thomas receives some admiring glances.

## 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.



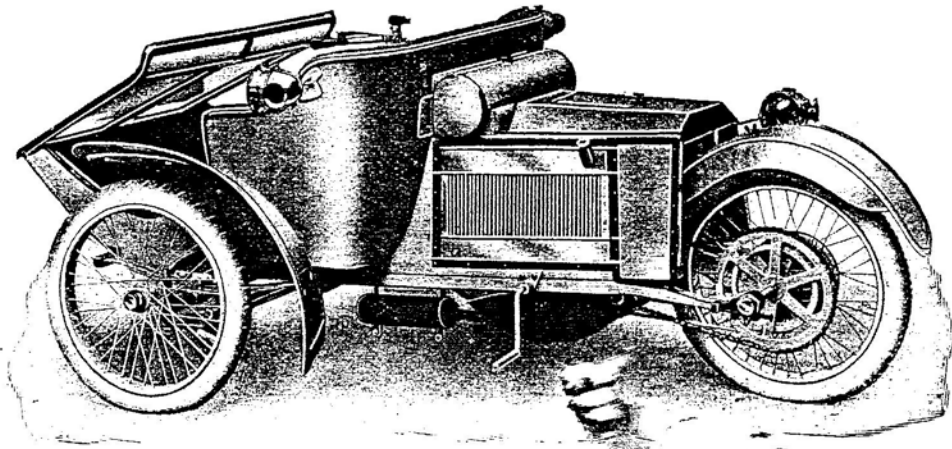
000000000000000000

# The "Motorette" 6-7 H.P.

## PRICE

COMPLETE AS SPECIFICATION

100  
GUINEAS



### EXTRAS

PREMIER HOOD  
OF BEST WATER-  
PROOF FABRIC

£6 0 0

PREMIER  
ADJUSTABLE  
WIND SCREEN

£3 0 0

LUGGAGE  
CARRIER

£1 5 0

THIS attractive little vehicle, in the hands of owners who knew nothing about Motoring or Mechanics, has proved itself to be the most *simple*, *efficient*, and *reliable* runabout, and for long distance touring its speed capabilities, low running cost, and luxurious comfort, are greatly appreciated.

**EASE OF CONTROL.** Our *Motorette* requires no "learning," the steering is simplicity itself, and surprisingly accurate. The change gear mechanism is such that the gears cannot be "fouled," no matter how carelessly the change may be effected.

**SAFETY AND LUXURY.** Next to the perfect reliability attained by the extremely simple form of gearing and transmission, our chief claim of the *Motorette* is its extreme comfort and perfect safety. The Ample space and perfect springing of the body are conducive to the same feeling of comfort as one experiences in a car.

The low build of the *Motorette*, and its perfect distribution of weight ensures stability and freedom from "skid."

## SPECIFICATION.

**ENGINE.**—Single Cylinder, 95 × 102; Thermo-Syphon Water-Cooled; Solid Crank; Extra long Phos. Bronze Bearings; Two heavy flywheels mounted outside crank-case, with vanes to induce current of air through radiators. Large unbreakable VALVES mechanically operated (interchangeable)

**CARBURETOR.**—J.A.P. Automatic, with single-lever control mounted on steering tiller.

**IGNITION.**—Bosch High Tension Magneto, controlled by small hand lever.

**LUBRICATION.**—Semi-Automatic—a large pump is embodied in crank case, and the oil is forced into this pump from a hand pump on the driver's seat.

**COOLING.**—A pair of Radiators are mounted in the back panels, and water circulation is Thermo-Syphon. This water-cooling greatly prolongs the life of the Engine, reduces petrol consumption, and absolutely prevents overheating and formation of carbon deposit.

**TRANSMISSION.**—Direct Chain Drive to Rear Hub, thoroughly protected from mud and dirt, and efficiently lubricated by release from crank-case.

**GEAR.**—Self-contained in back axle. Live axle, handle starting (made under "Roc" license.) Direct drive on top speed Multiple plate clutch running in oil. Clutch may be slipped indefinitely. Most hills may be taken on top gear, a great saving of wear and tear and increased comfort in driving.

**STEERING.**—Tiller steering, with hinged arm which can be inclined at any angle to give easy access to seat. This type of steering we have found to be the most reliable, and one hand is left entirely free.

**FRAME.**—Strong tubular steel frame, mounted on finely tempered laminated steel springs, absorbing all road shocks.

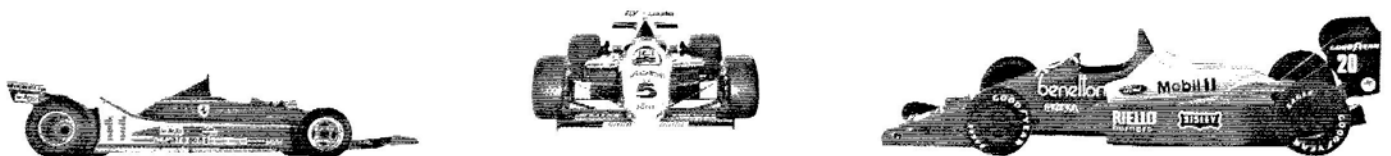
**BODY.**—An extremely handsome and comfortable Coach-built body is fitted, nicely upholstered in Dark Green or Red, with spring cushions. Any other color to order.

**PETROL TANK** is situated at rear of seat and holds about four gallons. This is of ample capacity, the average consumption being 50 to 60 miles per gallon. Tank is fitted with a special two-way tap, which gives warning when petrol is getting low.

**BRAKES.**—Two powerful brakes are fitted, operated by foot pedals. Either of these brakes is sufficient to hold car on any hill.

**TYRES.**—Dunlop or Peter Union are fitted, 650 × 65 on front wheels, and 700 × 80 on rear wheel.

**TOOLS, Etc.**—A complete set of Tools are supplied with each "*Motorette*," and comprise one Tyre Pump, one Hub Spanner one Adjustable Spanner, one pair Pliers, one File, one Hammer, one Screwdriver, one Magneto Spanner, one Special Spanner for Valve Caps, and one Waterproof Hold-all for Tools.

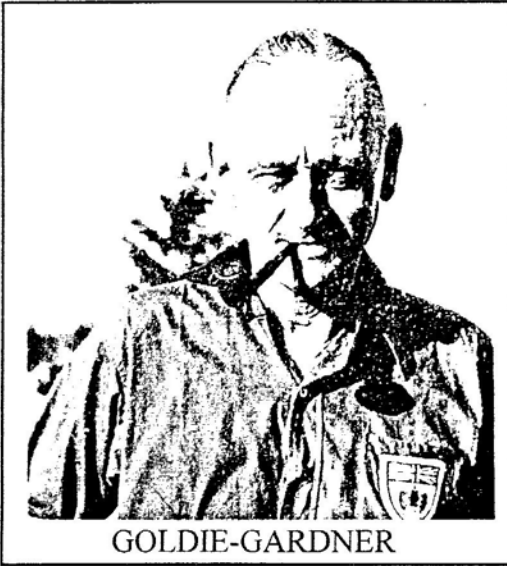


## FROM THE ARCHIVES

FAMOUS RACING DRIVERS

GOLDIE - GARDNER

### 200 MPH WITH A 12HP. CAR



GOLDIE-GARDNER

Born in 1899, A.T.G. Gardner (known universally as Goldie) was a successful road and track racing driver who also broke many speed records mainly behind the wheel MG's during the 1930's and 1940's. One of the most innovative and versatile characters of his time he was particularly skilful at modifying an engine to make it eligible for racing in a wide variety of capacity classes.

Gardner's career began in 1924 when, as an enthusiastic competitor, he raced an Austin seven at Brooklands and for the next seven years competed there with a variety of light cars. In 1931 he had progressed to a C-Type MG, and with his 750cc car he became the first man to lap Brookland's outer circuit at over 100mph.

An injury to his right leg, sustained during World War 1, plus a bad crash on the 1932 Tourist Trophy race resulted in him withdrawing from

road racing, although he still continued to compete at Brooklands where in the 1934, 500 mile race he finished in third place driving an MG K3 Magnette.

After World War 11, Gardner became vice-president of the British Racing Drivers' Club, but by then he had raised his Brooklands lap speed to 124.4mph, which he achieved in 1936 driving a special Magnette with a new streamlined body. This record for a car in the 1100cc class remained unbeaten until the track closed in 1939.

At Montlhery and Frankfurt in 1937 Gardner managed to push the same ex R T Horton Magnette to almost 150mph, but the following year he acquired George Eyston's 1934 "Magic Magnette", and with a new body specially built by MG, Gardner drove this car at Frankfurt where he recorded 186.6mph. His achievement won him the BRDC Gold Star as well as the RAC Segrave Trophy.

In 1939 Gardner realised his burning ambition when he drove the car on the Dessau autobahn to record a flying kilometre speed of 203.54mph, with a 12hp engine. This was quickly rebored so that he could also compete for a record in the 1500cc category.

The outbreak of war prevented further record attempts with a 750cc, six cylinder engine he had built, but in 1946 Goldie Gardner was ready and eager to resume racing ; his first outing that year being on the new Jabbeke motorway in Belgium where was timed at 159.15mph in his 750cc powered car.

The following year he returned to Belgium with the car now converted to a 500cc, four cylinder racer. The conversion had been achieved by removing two conrods and pistons and then blanking off the two pots - relatively simple for a man of Gardner's engineering ability. New records were set with the car which reached 118mph, but two years later his streamlined MG, now powered by a prototype of Jaguar's twin cam XK 120 engine, was timed at 176.6mph on the Jabbeke motorway. For this achievement Gardner was awarded his second BRDC Gold Star. It is worth mentioning that Jaguar had intended to market a four cylinder XK model designated the XK 100, but this was shelved in favour of the now famous XK 120 six cylinder version which was launched ay the 1948 London Motor Show.

Soon after his achievement at Jabbeke Gardner was awarded the OBE and set to work rebuilding MG engines. His 500cc record has been beaten by a driver named Taruffi in Italy and so he converted a 1000cc six pot engine into a three cylinder 500cc and regained the record at just 155mph.

A four cylinder, 1.1 litre engine from a 1949 MG was the next to receive the Gardner treatment. This was transformed to become a twin cylinder 500cc, and clothed in the familiar streamlined body it reached 121mph, once again at Jabbeke. Goldie Gardner now laid claim to six class records out of a possible ten, all achieved with his world famous MG.

In 1951, using a supercharged version of the MG TD 1500cc power unit, the car was timed at 137mph on the Bonneville Salt Flats, and the following year Gardner pushed this up to 148.7mph with a two litre Wolseley engine installed in the car. This was quickly followed by a new improved TD engine which took the MG to an incredible 189.5mph.

Lt-Col A T Gardner OBE was now sixty-three, and having achieved all he set out to do, he decided to retire and put all his energy into his motor trade interests. Sadly, following a lengthy period of ill health he died in 1958 in Eastbourne, Sussex.

By Ray Legatz.

oooooooooooo

This rather nice quiz was given to me by Mike Worthington-Williams, so when you've finished reading this magazine and there's nothing worth watching on the square thing in the corner have a go at this quiz.

### MUDDLED MOTORS.

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

1 LUNVAC ... ..		14 LAVULHAX... ..	
2 CLOORRYSEL ... ..		15 LACTOCT ... ..	
3 OMNO ... ..		16 SABUNEM ... ..	
4 DOLANAK ... ..		17 MORTSNARGYIDDELES ... ..	
5 RUTEBESDAK ... ..		18 PERINA ... ..	
6 NAHLILM ... ..		19 WEESOLLY ... ..	
7 SORCLYES... ..		20 OVERCHELT ... ..	
8 DONEVARL ... ..		21 REALNUT ... ..	
9 LAWVEYER ... ..		22 TARBLE ... ..	
10 TRONICE ... ..		23 TRANSLEECH ... ..	
11 TROLAPHEC ... ..		24 CHERRYLS... ..	
12 MADLIRE ... ..		25 PHONISAUSAZI ... ..	
13 DASTARND... ..		26 TCITBU ... ..	

We shall print the answers in February magazine.

THESE ARE CLAIMED to be actual reports submitted by US Air force pilots, with the maintenance crew replies.

● Problem: Left inside main tyre almost needs replacing.

Solution: Almost replaced left inside main tyre.

● Problem: Test flight OK, except auto-land is very rough.

Solution: Auto-land not installed on this aircraft.

● Problem: The autopilot doesn't.

Signed off: It does now.

● Problem: Something loose in cockpit.

Solution: Something tightened in cockpit.

● Problem: Evidence of hydraulic leak on right main landing gear.

Solution: Evidence removed.

● Problem: DME volume unbelievably loud.

Solution: Volume set to more believable level.

● Problem: Dead bugs on windshield.

Solution: Live bugs on order.

● Problem: Autopilot in altitude hold mode produces 200fpm descent.

Solution: Cannot reproduce problem on ground.

● Problem: IFF inoperative.

Solution: IFF inoperative in OFF mode.

● Problem: Friction locks cause throttle levers to stick.

Solution: That's what they're there for.

● Problem: Number three engine missing.

Solution: Engine found on right wing after brief search.

# Racing Personalities

## DAN GURNEY



This picture of Dan Gurney, by Geoffrey Goddard, appears by courtesy of "Motor Racing".

**A**LTHOUGH lanky U.S. driver Dan Gurney lives in Britain during the Grand Prix season, and was formerly a member of the BRM team, little is known about him by the average enthusiast in this country. At Continental races his name is not only well known, but highly respected, for Dan has a way of taming the fiercest racing cars and a knack of bringing them home against tough opposition.

Dan Gurney is a good sportsman with a dry sense of humour and a pleasant Southern drawl to match, but he has not yet had that lucky break so essential in big time racing. He shrugs this off in typical Gurney fashion by saying that maybe he picks the right cars at the wrong moment.

Last year he left BRM to join Porsche, teaming up with Jo Bonnier, but the pair had to make do with older four-cylinder engines because the new flat eight was not ready. Even so, Dan was able to provide the most dramatic finish of the year. It happened in the last lap of the French Grand Prix at Rheims—on the final straight—with Gurney in the lead, hunched up in the Porsche, urging his mount on to take the chequered flag. He was hotly pursued by the Ferrari of new boy Baghetti, who was almost nudging his tail. At the very last moment, the Italian cunningly whipped out and got the Ferrari's nose in front to finish one-tenth second ahead of Gurney, amid thunderous applause from every man, woman and boy present.

Dan, one of the first to congratulate the young Italian, could not help admiring his neat bit of strategy.

The year 1962 has been an unfortunate one for Porsche and Gurney. The flat eight materialised, but still needs shaking down, although at Zandvoort Dan made it go like a scalded cat and was among the leaders until his gear lever snapped. Only one flat eight was available for Monaco, but it was given to Dan Gurney, officially the number two driver. Sadly, he was involved in the big shunt at the first corner and that was that. Porsche missed the Belgian Grand Prix at Spa, preferring to concentrate on preparing two good cars for the British Grand Prix at Aintree.

Although he began his American racing career back in 1955 with a Triumph TR.2, Dan Gurney soon had ambitions for more power, so he graduated through Porsche to V-12 Ferrari, finally ending up with the big 4.9 Ferrari—a hairy monster if ever there was one. On more than one occasion it gave him quite a moment; but it was a useful training machine which taught him how to control an immense amount of power—training that still stands him in good stead.

In 1959 Ferrari gave him a chance in their team, being impressed by Gurney's ability to keep his car on the road, an essential quality in all Grand Prix drivers. In his first Formula One race, the French Grand Prix, he was forced to retire when lying sixth, but two weeks later took his Ferrari into second place in the German Grand Prix, at Avus, behind Tony Brooks. He came third in the Portuguese Grand Prix and fourth in the Italian Grand Prix at Monza.



Dear Mike  
**Albion**

Glandulais  
Maesybont  
Llanelli

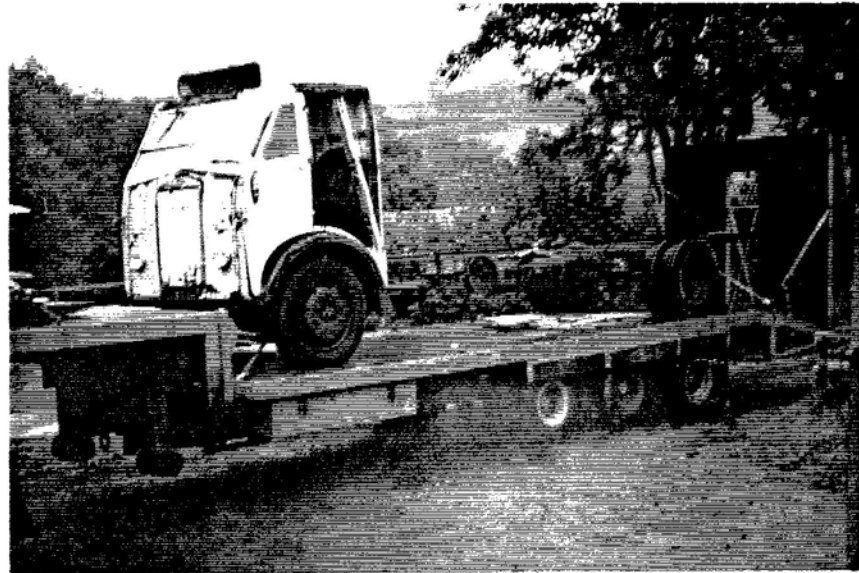
You asked at the last club night how I was progressing with the ex - Smiths Crisps Albion that I bought last year. Mike WW featured it in his finds and discoveries column in Classic Car Mart. The answer is, in short, not much.

Taking delivery of it last October it soon became obvious that before any serious work, mainly restoring the cab, could be started some undercover premises was going to be needed. I have located a big shed that it will fit in and am awaiting delivery and erection of it.

The Albion was built for Smiths crisps with a non standard massive 18ft wheelbase to carry a big box body for the high cube low density load. The box body is missing and the lorry would have been particularly unwieldy at that length so I have removed one 5ft propshaft and crossmember and moved the rear axle forward to reduce the wheelbase to 13ft. The excess chassis has been cut off.

On the recommendation of John Williams I did it with a hacksaw, with a new blade it was amazingly easy and took, about twenty minutes a side, a lot less time than I thought, to cut down through 8 inches of 5/16 thick chassis. The result is a nice clean cut compared with if I'd used an oxy-acetylene cutter. A 16ft flatbed body will be eventually be obtained and fitted.

\*\*\*\*\*

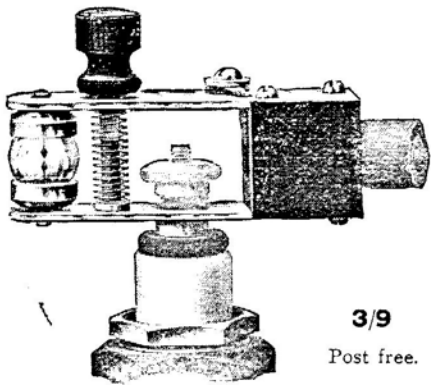


THE ALBION BEING DELIVERED  
TO MAESYBONT

*Richard Underwood*

# SPARKING PLUGS

## The "Lodge" Spark Lamp



3/9

Post free.

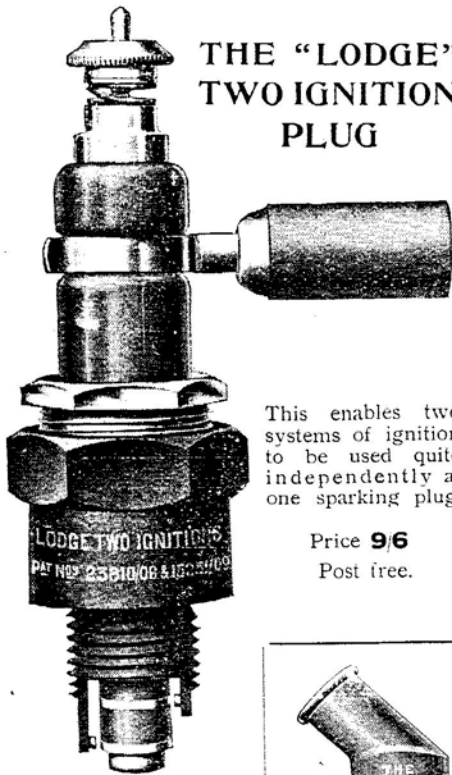
### WHAT THE LAMP INDICATES.

With the switch raised, if the lamp does not glow there is no spark.

With the switch raised, and if the lamp glows, but the cylinder does not fire, it proves that:—

1. The Sparking Plug is short circuited, or
2. There is no gas for the spark to fire.

## THE "LODGE" TWO IGNITION PLUG



This enables two systems of ignition to be used quite independently at one sparking plug.

Price 9/6  
Post free.

## The "Sphinx" Patent Terminal Cap

1/3, or Set of 4 for 3/6  
Post free.



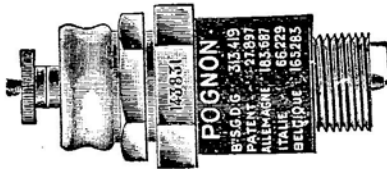
Pognon  
Bougie  
Switch

For testing  
and firing.

Price 1/3  
Postage 2d.

### Low Tension Plugs suitable for

"DE DIETRICH" ... ..	3/3
CLEMENT ... ..	3/-
PEUGCOT... ..	3/-
DARRACQ ... ..	5/-
MORS ... ..	4/3
RICHARD BRAZIER ... ..	3/9



Latest Pattern in Pognon Plugs  
Ordinary type. Price 3/3 List price, 3/9.  
Postage 2d.



## Sparking Plug Adaptors

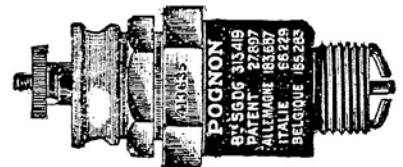
From standard French thread to American fitting  
Price. 6d. Postage 1d



## Sparking Plug Cleaner

Price, 9d. Post 2d.

This is a most useful accessory to every motorist. It is most simple to use as you only have to remove the cap and half fill the flash with petrol, then screw the plug into the top and shake it, when the petrol dashes over the points of the plug and quickly removes all greasy and oily matter liable to cause short circuit.



Magneto Ordinary ... 3/3 List price, 3/9  
Postage 2d.

# The Bluemel-Mascot Plug

with the PERFECTLY  
GAS-TIGHT  
JOINT.

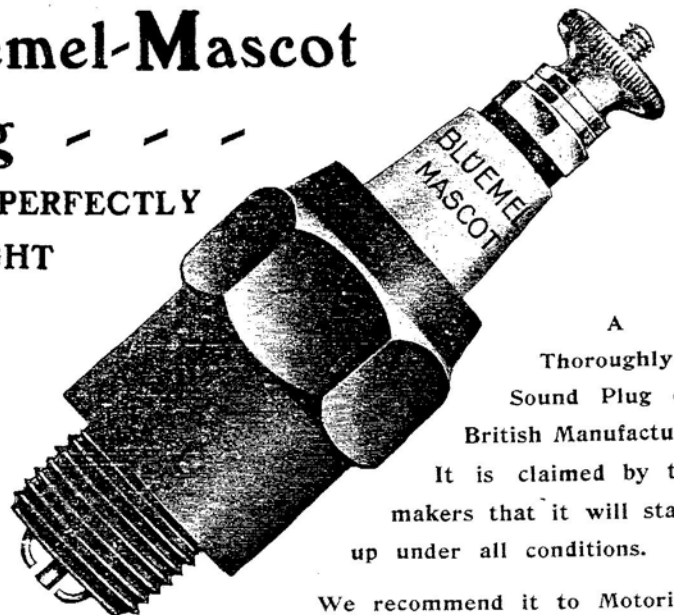
PRICE

3/6

EACH

Model L  
for Cars.

Model S for  
Motor Cycles.



A  
Thoroughly  
Sound Plug of  
British Manufacture.

It is claimed by the  
makers that it will stand  
up under all conditions.

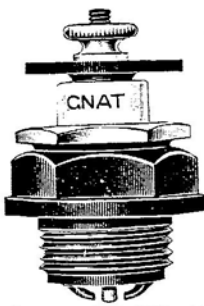
We recommend it to Motorists  
who have had Ignition Trouble arising  
from Faulty Plugs.



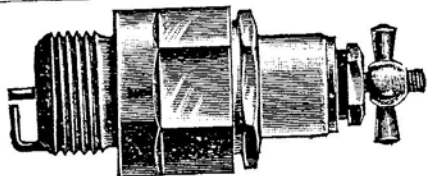
# SPARKING PLUGS

## The "Gnat" Sparking Plug

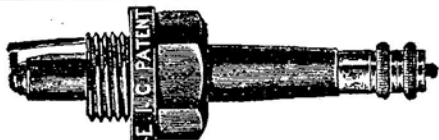
Very suitable for machines which have very little clearance between top of cylinder and tank. Complete with special Tube Spanner and Tommy.  
Price 4/- Carriage paid.



The "Warrior" Plug ... 4/- each.

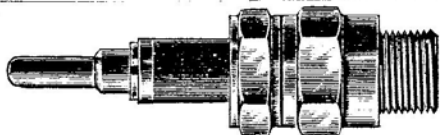


Price 6<sup>3</sup>/<sub>4</sub>d. Postage 2d. Marvellous value.



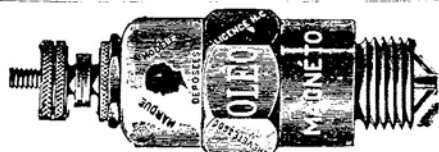
## Genuine E.I.C. Plugs

Model A (new pattern).  
Gamage's Price ... 5/1 List Price 7/6 Postage  
Model B ... 3/6 List Price 4/6 2d.  
The new "Taxi" Model 2/6



## For "Renault" Magneto

Price 4/6 Postage 2d.



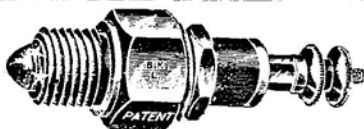
## Genuine "Oleo" Magneto

Price 3/3 List Price 5/6  
Motor Cycle Pattern 2/8 List Price 4/6  
Postage 2d.



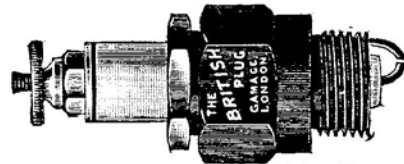
## The Genuine "Oleo" Plug

Price 1/4 List Price 3/6 Postage 2d.



## The "Darop"

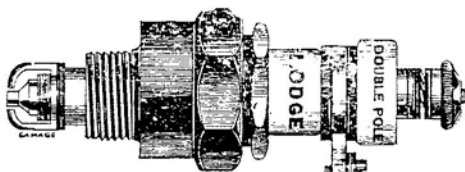
A well-made and reliable Mica Plug.  
Gamage's Price 4/6 Post free.



There are two kinds of Sparking Plugs—those that DO and those that DON'T. The British Plug DOES all it is required to do.

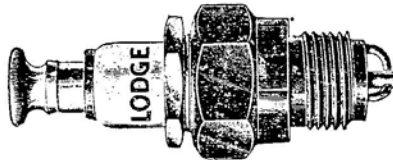
## The "British" Plug

British make does not sputter. Every Plug guaranteed. Extra strong Electrodes and best porcelain.  
Price 1/9 Postage 2d.



## The "Lodge" Double Pole Plug

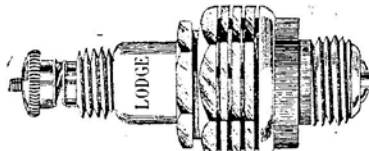
Enables two plugs to be simultaneously fired in each cylinder. Price 8/- each. Guaranteed.



## The "Lodge" Sparking Plug

Guaranteed. Price 4/-

## The "Lodge" Self-Cooling Sparking Plug



Price 6/- Carriage paid.

## The New Bosch Plug



Latest Type, 3H.

Perfect Insulation is ensured in the Bosch Plug by the use of specially treated stearite, which retains its insulating properties under the highest temperature. Absolutely Gastight Joint guaranteed owing to special construction. The Bosch Plug is tested to withstand a pressure of 50 atmospheres.

Durable Electrodes, consisting of a substantial and solid core of pure nickel, projecting between two other electrodes of similar material attached to the plug body.  
Price ... 4/- post free.

## The "Cup" Sparking Plug



Price 6/-

Post paid.



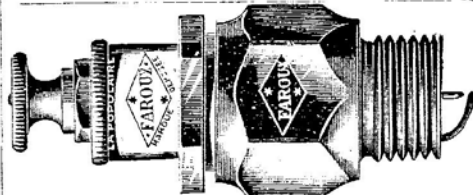
## The "Godiva" Plug

Price 5/1



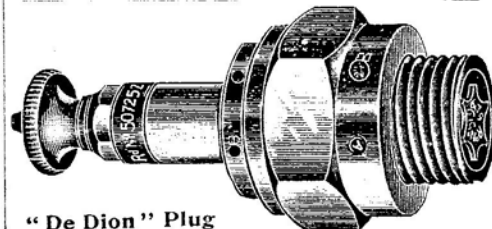
## The "Gay-Spark" Plug

Well made and thoroughly reliable plug. Guaranteed for 12 months. Gamage's Price 2/6 Postage 2d.



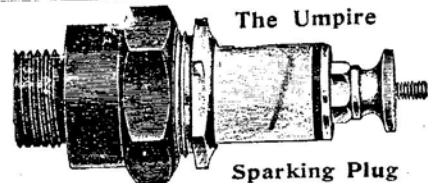
## The "Farouz"

A very popular French plug. Well made. Absolutely reliable. Gamage's Price 1/4 Postage 2d.



## "De Dion" Plug

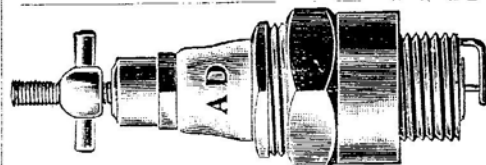
Suitable for High Tension or Magneto.  
Price 3/3 Post free.



## The Umpire

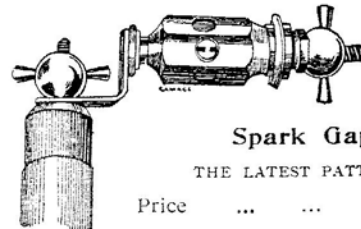
## Sparking Plug

Thoroughly reliable. Price 3/6 British made.



## The "A.D." Plug

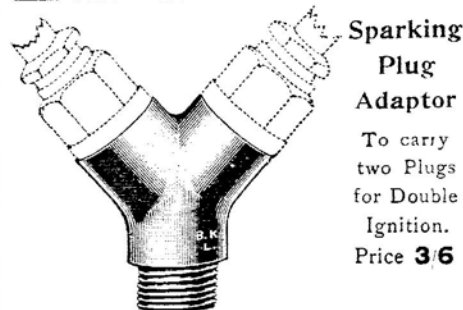
Gamage's Price 1/6 Postage 2d.



## Spark Gap

THE LATEST PATTERN.

Price ... 1/6

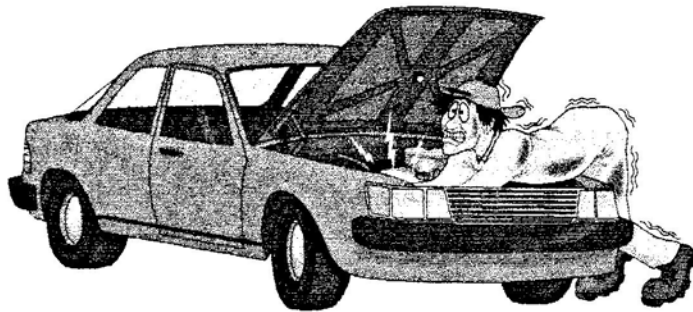


## Sparking Plug Adaptor

To carry two Plugs for Double Ignition.

Price 3/6

# Shvr Events Diary



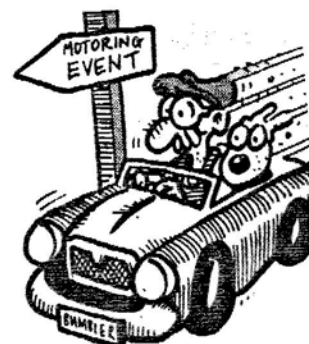
1999

DATE	EVENT	CONTACT	TEL
<b>January</b>			
18 <sup>th</sup>	SHVR AGM		
<b>February</b>			
15 <sup>th</sup>	Clubnight		
Sunday 21st	Sunday Run	Alan&Christine Broughton	01269 870293
<b>March</b>			
15 <sup>th</sup>	Clubnight		
Sunday 21st	Sunday Run	Alan&Christine Broughton	01269 870293
<b>April</b>			
4th	Pontarddulais Easter Run	Richard Smith	01792 894141
19 <sup>th</sup>	Clubnight		
Wed 28th	Evening Run	Alan&Christine Broughton	01269 870293
<b>May</b>			
Monday 3rd	Singleton Show		
Sunday 9th	Pencoed Classic Car Show	Lyn Harcombe	01656 659767
17th	Clubnight		
Wed 26 <sup>th</sup>	Evening Run	Alan&Christine Broughton	01269 870293
<b>June</b>			
Sat/Sun 19-20th	H/West Steam Fair		01646 651359
21st	Clubnight		
Wed 30th	Evening Run	Alan&Christine Broughton	01269 870293

<b>July</b>			
Sunday 13th	Teddy bears Picnic Pantyderi, Boncath	Mr&Mrs B Lloyd	01239 841363
19th	Clubnight		
Wed 28 <sup>th</sup>	Evening Run	Alan&Christine Broughton	01269 870293
Sunday 25th	Scolton Manor	Tony Allen	01646 651240

<b>August</b>			
Sunday 1st	Milford Marina	Gerald Evans	01646 692911
19th	Clubnight		
Wed 28th	Evening Run	Alan&Christine Broughton	01269 870293
Sat-Mon 28-30th	Orllwyn Teifi Auction&Show	Derrick Davies	01559 370885
<b>September</b>			
Sat/Sun 11 <sup>th</sup> /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
<b>October</b>			
18th	Clubnight		
Sunday 24th	Sunday Run	Alan&Christine Broughton	01269 870293
<b>November</b>			
15th	Clubnight		
Sunday 21st	Sunday Run	Alan&Christine Broughton	01269 870293
<b>December</b>			
20 <sup>th</sup>	Christmas Buffet		
26th	Sunday run		

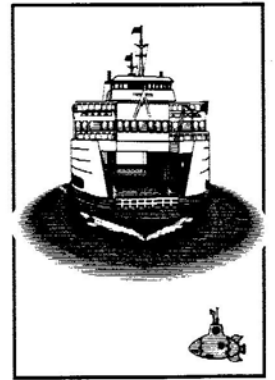
**Please note:** If you wish to add to or correct the details of any of the events listed, please contact Dave Channing Tel. 01269 845765



KINSALE TRIP MAY 6th ~ 11th 1999



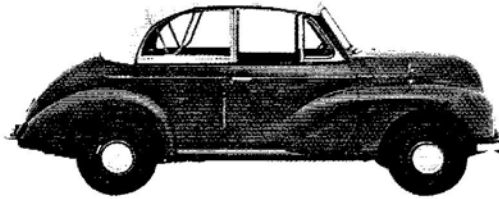
If you are interested in S.H.V.R.'s trip to Kinsale in May. Please contact Tony Vaughan as soon as possible so that your name may be added to his list. Those of you who do this trip regularly are aware of the limited accommodation and cabin availability on the ferry. We shall be attacking Ireland from a few different crossings. Swansea ~ Cork (overnight crossing). Fishguard ~ Rosslaire (afternoon crossing) with an overnight stop in Waterford. And details of a crossing from Holyhead yet to be confirmed



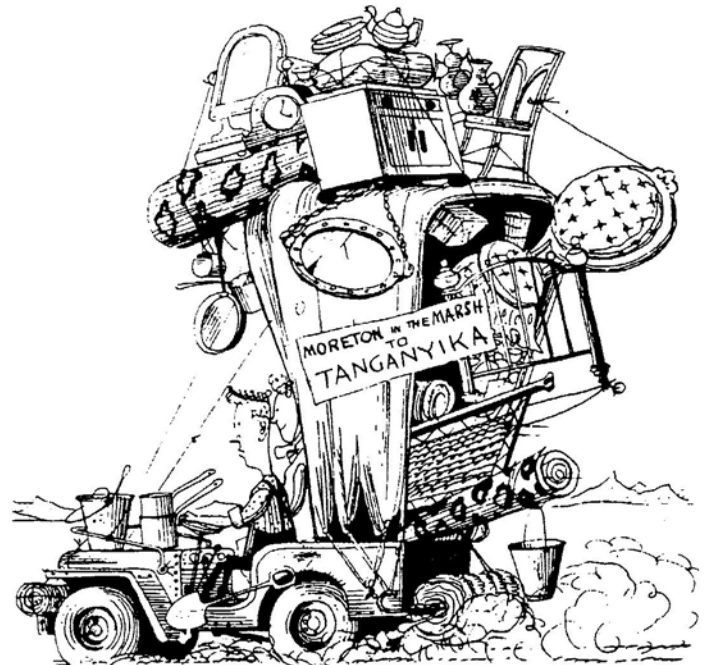
Contact Tony Vaughan on Swansea (01792) 366640.



SALESMAN. "It is possible that it may interest you to know that our car was driven up all the flights of steps at the Crystal Palace."  
INQUIRING VISITOR. "Well—er—not much. You see, I live in a bungalow."



*'Still a few gentlemen farmers left, it appears'*



DATA PROTECTION ACT

The above Act requires that the committee inform all members that members of the committee hold personal information relating to membership with regards to names, addresses and telephone numbers. Members are assured that this information will not be divulged to any person unless to a fellow committee member.

If any member does not wish such information to be held, would they please inform the membership secretary in writing at the earliest possible opportunity.

Any former committee members are requested to either relinquish any files/hardcopy relating to membership information, or to assure the committee (in writing) that the information has been irretrievably destroyed.

## FOR SALE

Austin A40 Gearbox £25.  
Please contact Ivor on 01792~296839.

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## FOR SALE

Austin 7 Ruby Van Project. Chassis restored. All new brake parts etc. Engine overhauled. Running well. All correct interior. Seats re-trimmed in blue leather. Body requires painting to finish. £2,500.  
Please contact Robert Regan on 01495~222066.

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## FOR SALE

BMC A series engine and gearbox. 1300cc. 50,000 miles only. After 6.30.pm.  
Please contact Huw Evans on 01792~862080.

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## FOR SALE

Morris 1000 bonnet. Offers.  
Please ring 01792~883059.

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## FOR SALE

1952 Morris. Complete but needs renovating. £1,000 or exchange for something smaller already renovated.  
Please contact Denzil Williams on 01267~236194.

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## FOR SALE

Triumph 1300 1968. No Tax or MOT. £350 ono.  
Please contact John Jones on 01792~895044.

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## FOR SALE

Works reconditioned 1300cc. Engine to suit Hillman Avenger or Talbot Sunbeam. Brand new never fitted.  
Please contact Denzil Williams on 01267~236194.

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## FOR SALE

For MGB, early five bearing engine block, standard, will need rebore. £25. Also crankshaft, big ends and mains, standard, £25. Conrods, £20. Various oddments including, flywheel, camshaft etc. MGB wire wheel complete axle set with five wheels and inner tubes. Rear axle is Salisbury type with 3.8 to 1. Standard ratio. Front hubs, spinners and spanner supplied, as removed from running U.S.A. car, £250. (Located Surry).  
Contact Richard Underwood on 01269~844715.

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## FOR SALE

1992 Peugeot 205 Cabriolet. 26,000 miles only. £5,995. ono.  
Please contact John H Evans on 01792~366376.

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## FOR SALE

1933 Morris Major 6 Cylinder Saloon. Completely restored two years ago, full history, excellent condition, runs superbly, MOT'd etc. £6,750.  
Please contact Les Jones on 01443~831907.

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## FOR SALE

1967 Wolseley 16/60 manual. Colour, two tone, rose taupe/fawn. Genuine 86,000 miles. One owner from new. Recent respray. Many spares. Offers.  
Please contact Joe Edwards on 01792~654796.

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## FOR SALE

Austin A40 Farina Mk11. 1963. New front disc brake conversion. Taxed and Tested. Used daily Needs a good home. £1295.  
Please contact Mike Jones on 0179~362281.

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## FOR SALE

1967 Austin Sprite 5. Spoke Wheels. 2 Drive Shafts (splined). 2 Front Hubs (splined). £50. ono.  
Please contact Ray on 401659.

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## FOR SALE

MG Midget Hardtop. ~ GT6 Mark 2. Bonnet.  
Please contact John Williams on 01792~864731.

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## FOR SALE

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 at 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 (Scirroco).  
Please contact John Williams on 01792~864731.

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## MAGAZINE ADDS

If you would like to place a large advertisement (full, half, or quarter page) in this magazine then please contact MIKE PALMER on 01792~203638. or TONY VAUGHAN on 01792~366640.

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## FOR SALE

1972 MGB GT. Chrome Bumper. Snowberry white. Restored 6 years ago. Tax exempt VGC. £4,900.  
Please contact Lal on 01554~720999.

## FOR SALE

Hillman Super Avenger. 1300 c.c. 1974. 55,000 miles Mot + Taxed. One owner since 1976. Reconditioned engine. Good interior. Slight attention to bodywork required. £800. o.n.o. Please contact Eric Jones on Carmarthen 01267~236684.

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## FOR SALE

Vauxhall VX/490. K Reg. Good Condition. £200. Please contact Brian on 01639~768873.

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## FOR SALE

1976 Mini 1000. Automatic. 28,000. Genuine miles. Please contact Huw Evans on 01792~826080 After 6.30.p.m.

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## FOR SALE

1954 Hillman Minx Sidevalve. Almost a running. £100. Please contact Clive Huxtable on 01792~ 812165.

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## FOR SALE

1979 M.G.B.-G.T. 47,000. Miles good original condition, Blaze Colour RO Style wheels. £3,500. Contact Mike Waddington, on 01792~390677.

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## FOR SALE

1976 Daimler Sovereign, Series 2. XJ6 Coupe. Excellent original interior. Factory fitted electric sunroof. New front wings. Dry stored last eight years. Runs nicely. £3,500. Includes Reg No. MX6666. Please contact Robert Regan on 01495~222066.

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## 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. Please contact Huw Evans on 01792~826080.

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## FOR SALE

J Reg Vanden Plas Princess 1300cc. Automatic. Accident damaged. £225 ono. Please contact Steve on 01792~521695.

## FOR SALE

Tow bar for Rootes Group (Dixon Bate 51747). Also chrome bumper (Rootes 1970s). Please contact John H Evans on 01792~366376.

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## FOR SALE

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. with offers in the region of £350.

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## FOR SALE

1967 Rover P5B 3 Litre Auto, 42,000 miles Used daily. Contact Tony Vaughan on 01792~366640.

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## FOR SALE

1962 Alvis TD21. Lovely condition. £8,000. Please contact Mr. Phlegg on 01267~290346.

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## FOR SALE

1933 Austin 10. Used regularly. MOT'd. Taxed. Good condition. Ready to Go. £4,650 ono. Please contact Mike Wheadon on 01550~721414.

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## FOR SALE

Britax. Steel sliding roof kit. 2 Brass Pyrene extinguishers. CIPO M1000 Tyre. 2 Alloy brake Calipers (Triumph Uprichys type). Offers please. Contact Mike Jones on 01792~362281.

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## FOR SALE

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

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## FOR SALE

Dolomite 1850 HL Auto. 49,000 miles from new. Auto driveplate needs replacing. Also Vauxhall Cavalier 2.0 Sports Hatch. For sale. Please contact Leyton Jones on 01792~411747.

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## FOR SALE

Rover P5B Coupe. Please contact Ray Kethburn~Thomas.

645957

## 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

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### **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.

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### **Head Gear.**

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

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### **Woollen Hats.**

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

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### **Key Fobs.**

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

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### **Badges.**

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

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### **Windscreen Stickers.**

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

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### **Blazer Badges.**

S.H.V.R. Logo blazer badges. £8.00.

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### **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.

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### **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.

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### **NEW ITEM**

### **Tie or Lapel Badges**

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

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### **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.

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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.





Edited and compiled by Mike Palmer, and Gerald Gill.