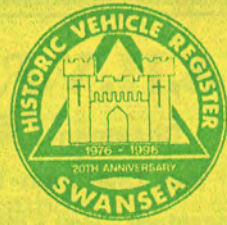




S.H.V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER
22 YEARS OF SERVING THE ENTHUSIAST



July 1999 Magazine



S.H.V.R. OFFICERS

Chairman- Mike Palmer 01792 203638

Vice Chairman- Mike Evans 01792 206686

Secretary - Ray Kethburn-Thomas 01792 205129

Treasurer- Robin Jones

Membership Sec.- Stan Bingham 01792 360291

Club Regalia- Christine Broughton 01269 870293

I couldn't repair your brakes,
so I made your horn louder.
Beep Beep!!!

COMMITTEE

Paul Blackmore 01792 415201

Alan Broughton 01269 870293

Dave Channing 01269 854765

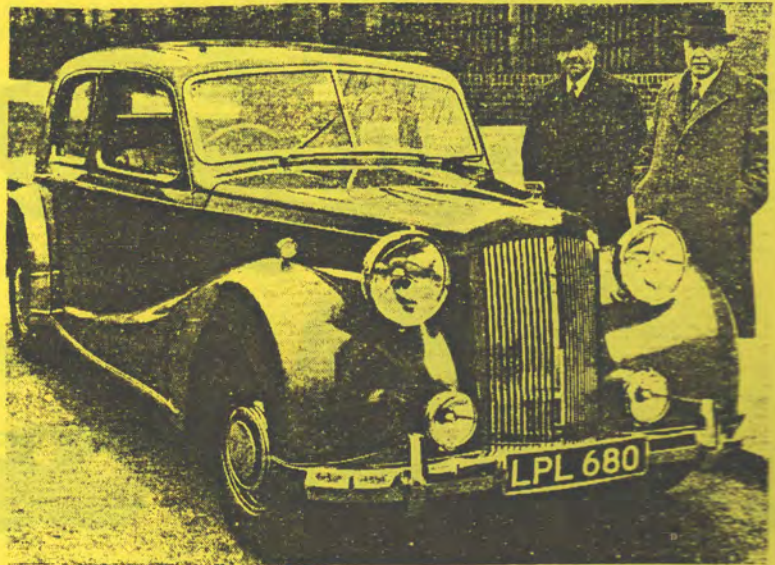
Llew Davies 01369 773812

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Jan Glinternick



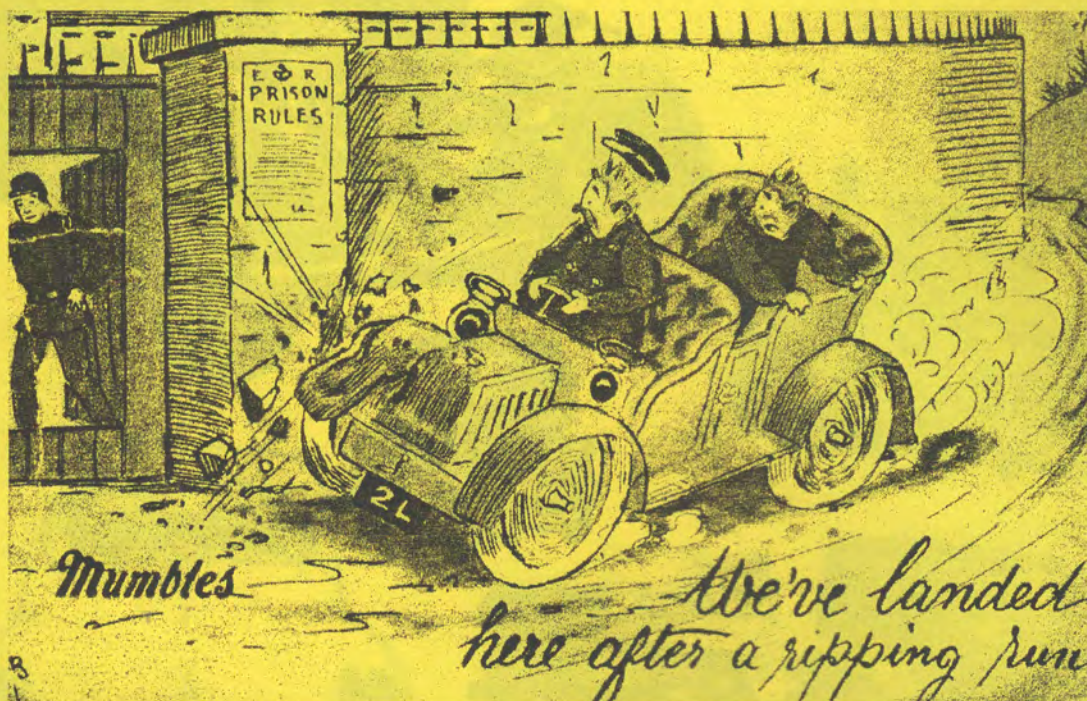
UNUSUAL REGISTRATION.—There is an interesting tie-up in the registration number LPL 680 of the Austin Sheerline recently delivered to Mr. G. James Allday, M.B.E. (right) president of the Veteran Car Club of Great Britain, by Mr. C. Buckley (left): sales manager of the Austin company. The LPL stands for the initials of Mr. L. P. Lord, chairman of the Austin Motor Co., Ltd., while "six-eighty" represents the specific gravity of the fuel used in veteran cars such as Mr. Allday's Benz.

PRESIDENT

Johnny Thomas 01267 290215

VICE PRESIDENT

Mike Worthington-Williams



A postcard from Mumbles.
Post marked August 23rd 1910.
From Ray Kethburn-Thomas' collection.

The Thoughts of Chairman Mike

It doesn't matter how long and hard club's like ours, their officers and members labour it is difficult to escape the effects of that great spoiler -- bad weather. So it is not surprising that the liberal dose of sunshine we have all received lately has resulted in smiles of success all round.

Organisers of recent events have all been delighted at the difference the magic golden ingredient has made to their own special days. It has also encouraged many of Swansea Historic Vehicle Register's members to turn out in support of those meetings and that has maintained our growing profile and generated much appreciation for this club's involvement. One of our annual highlights has become the Castles Run and with its usual excellent entry that too reaped the benefits of those golden rays from above.

In all 55 vehicles drawn from the length and breadth of Britain's motoring heritage together with their intrepid crews were despatched on a West Wales adventure. After the expedition everyone emerged tired but happy with a great day's driving, socialising and tale-swapping..

Last month our esteemed President Johnny Thomas requested some assistance marshalling the Veteran Sports Car Club Parry Thomas Memorial Meeting at Pembrey. There was no shortage of volunteers and all who responded were rewarded with trackside duties -- and even received dinner money to boot!

My own allotted task was to check the scrutineer's passes before the drivers and vehicles were allowed onto the track. Alongside were Neville and Ray who co-ordinated entry listings while Ted and Dave Lewis were kept busy lining up the cars before they ventured onto the race track. Stan meanwhile was assistant commentator while other SHVR members attended to a variety of duties around the track.

Everyone agreed it was a day to be savoured and well worth attendance if only to watch cars that are an important part of Britain's rich racing heritage -- some worth more than a quarter of a million pounds -- doing their stuff around a racing circuit once again much to the delight of everyone privileged to watch.

It really was a great day if a tiring one for those of us who were up early the following day involving ourselves in ensuring the success of our own Castles event which without doubt plays its own vital part at keeping motoring memories alive.

Speaking of our own event and indeed our own club it is pleasing to witness the growing number and variety of vehicles that currently make up Swansea Historic Vehicle Register. That volume and variation is proof of just how successful we have grown from those far off early beginnings. It also indicates how well we live up to our all-embracing title of Swansea Historic Vehicle Register.

There is no doubt that the club's policy of embracing every facet of motoring heritage is one of the main reasons for its success and stability. Further, as a multi-marque organisation devoted to the use and preservation of historic vehicles of all kinds, each and every one of our members is playing their own individual part in preserving motoring history in a practical and accessible way

Perhaps groups like ours where we actively encourage the use of any historic vehicle and invite the participation of anyone with a genuine interest are among but a few where enthusiasts of all levels of experience and ability can unite under a common banner.

This is something that as chairman I feel has been partly responsible for drawing an increasing number of genuine enthusiasts rather than elitists into our ranks. We welcome them now and we will welcome them in the future. They -- and their vehicles - -are after all our lifeblood.

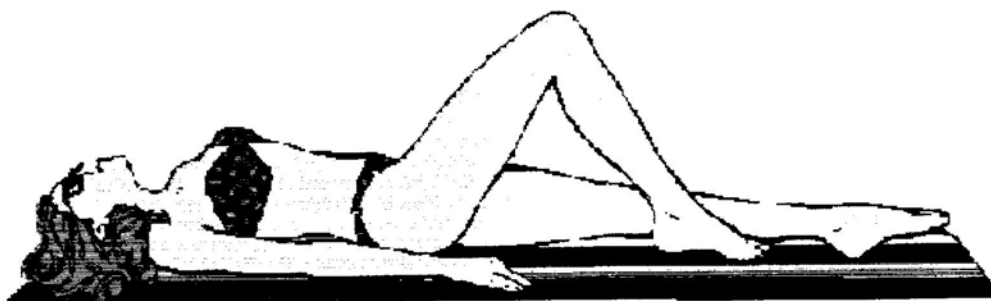
The steady flow of letters received expressing both appreciation and congratulation on our efforts leave no room for doubt that this is the way it should be, that this is the way the members want it to be. When all is said and done they are the club and the club is theirs, we are but its custodians.

Meanwhile we should also consider supporting those enthusiasts who give us their support. Particularly when it comes to costs. More and more there appears to be a tendency among organisations to increase membership and entry fees. This can only be to the detriment of the average enthusiast who may have much to contribute yet find it an increasing struggle to support this most worthy of hobbies.

Let us think long and hard about how Swansea Historic Vehicle Register can continue to cater for them in an acceptable manner and keep historic motoring a hobby enthusiasts from all walks of life can enjoy.

May I thank those who have worked unstintingly to support our endeavours to date and express the sincere hope that the firm foundations of the past will spur us all on to even greater achievements in the future.

Mike Palmer
Chairman,
Swansea Historic Vehicle Register.





Arthur Jones

Died 7th July 1999

We are greatly saddened to hear of the recent death of Arthur Jones. Arthur passed away this month after a short illness, which was diagnosed as Leukaemia. At 81 years of age he was probably the oldest active member of SHVR, he had amazing energy and could run rings around some people half his age. He took an active part in all of our events and attended almost all our club nights, travelling down from Cardiff. He was a regular sight cruising down the M4 in his immaculate Lanchester.



I had known Arthur personally for over 15 years. we first met at an HMF rally in Cardiff. Arthur was always immaculately turned out and his jovial manner and desire to tease and play practical jokes was an instant hit with me. A more pleasant and hospitable person you could not wish to meet.

Arthur was the perfect Gentleman and will be sadly missed by all who had the pleasure of meeting him.

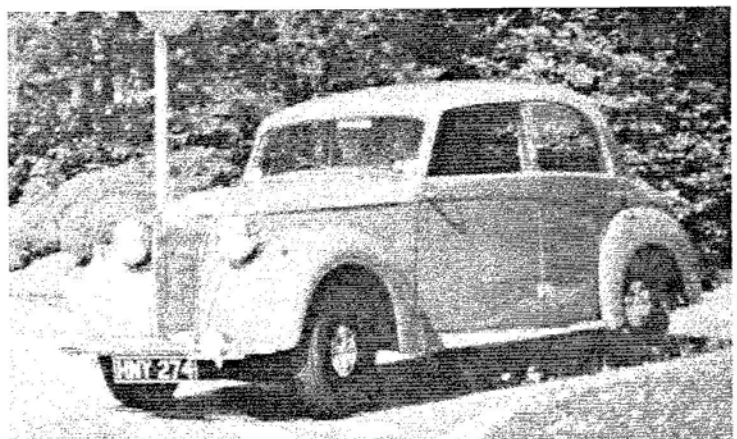
Our thoughts are with his family.

GOD BLESS YOU ARTHUR.

Mike Palmer.



Tom Jones presenting Arthur with a prize at the Capri rally for being the oldest driver in the oldest car.

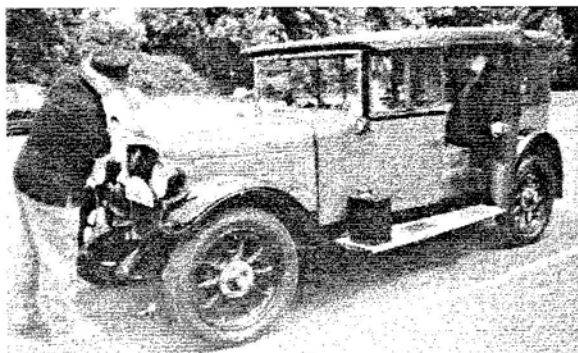


Arthur's immaculate Lanchester, pictured on last year's Castles Run.

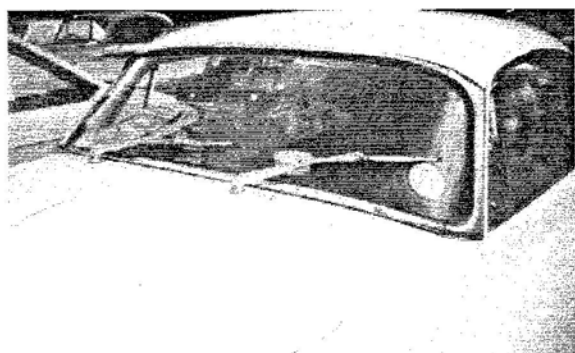
3rd SHVR CASTLES RUN



Harry Price and his Capri at Pont Abraham service station.



Clem Evans feeding his Austin!



Jonathan Jones feeding his face!

Christine and I awoke to a rather cool and uncertain overcast sky. Are we going to have Singleton weather today? "Think positive" says Christine, "by 11 o'clock we will be driving in glorious sunshine."

First port of call after getting jag started was to collect Ray and Jan on our way through Dunvant, then it was off to Pont Abraham (late as usual) to be greeted by some fifty plus gleaming classic and vintage motor cars, after the usual mad scramble to dish out the rally plates and route maps, it was chequered flag raised and away you go.

First off was Robin Jones in the MGB followed by a stunning array of vehicles, off towards Cross Hands, turn right and then up over Maes-Y-Bont with fabulous views of Dyffryn Castle (had to get that in as it was a castles run).

The run then meandered through Golden Grove past Nantgaredig and onto Carmarthen, we then continued out towards Newcastle Emlyn taking the scenic route up over Herman passing close to Mike W.W.'s hideaway. The views from the top were absolutely stunning.

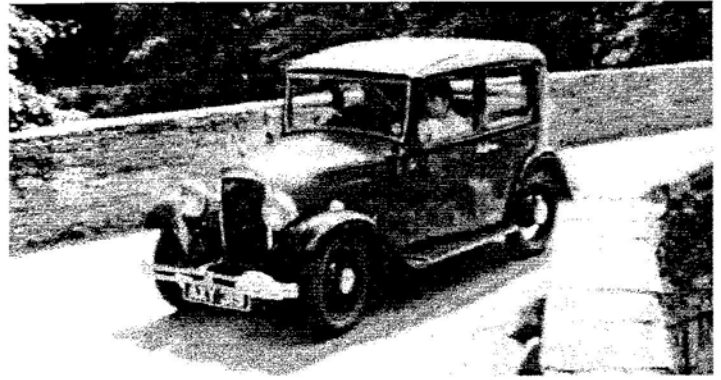
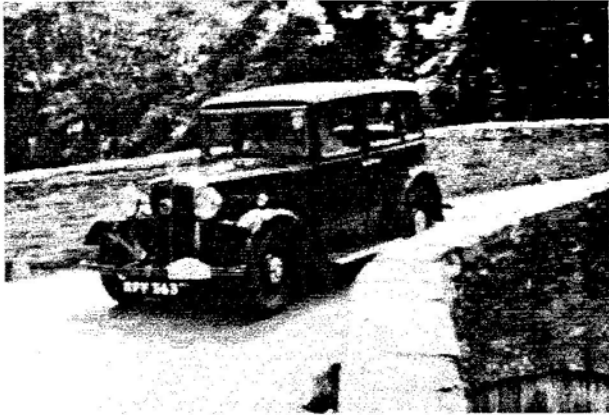
Out past Newcastle Emlyn and on through Cenarth Falls, another beautiful tourist attraction. The Peatlings in their Armstrong Siddley commented on the outstanding beauty of the place and it was a shame we couldn't spend more time there, I tend to agree that we should allocate a longer stop over at these beauty spots or perhaps re-visit them in the future as a day out. But at least it gives you a flavour of our beautiful countryside.

The run then continued through Eglwswrw with a gentle climb over the Prescelli hills where Pembrokeshire could be viewed, it was then down to New Inn and onto Llysyfran.

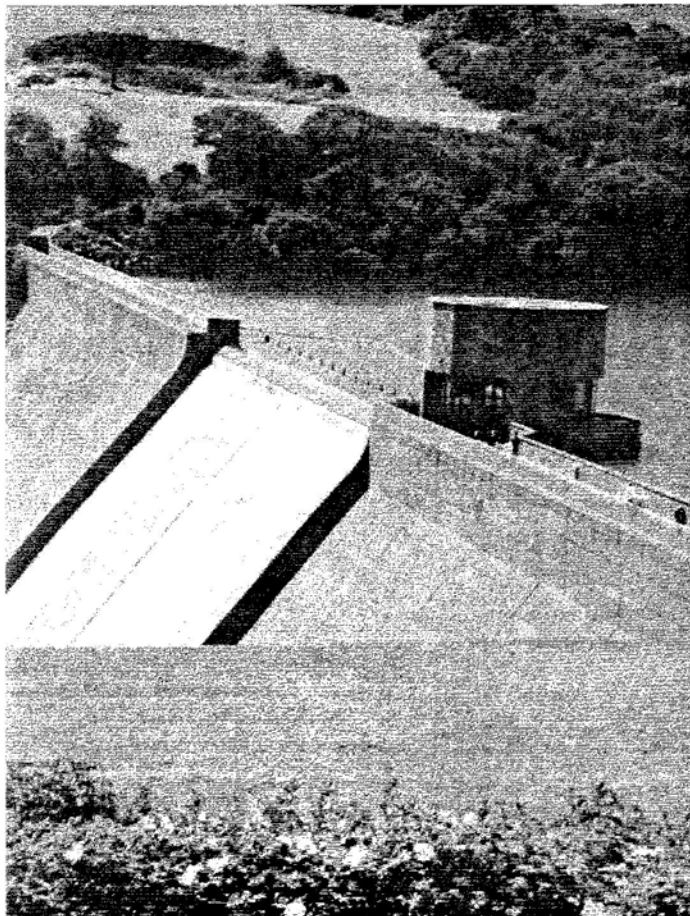
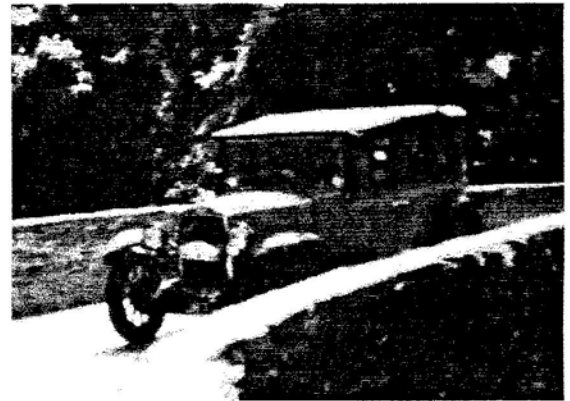
The catering staff at Llysyfran did us proud as usual (our second visit). As you can see from the photos anything that moved was fed.



A spectacular view at Cenarth Falls!!

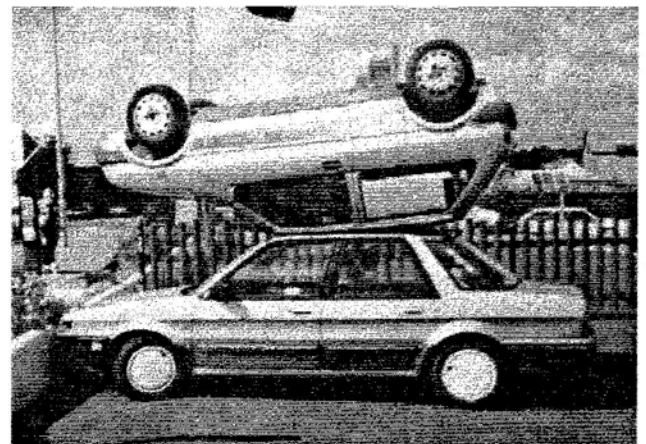


PASSING THROUGH CENARTH



Then we were off on the second half of the run, through the backroads to Haverfordwest and off towards Milford Haven, a short stop was necessitated by the upside down metro to repair the exhaust on Penny Webb's Riley! A superb repair job courtesy of Huw Evans.

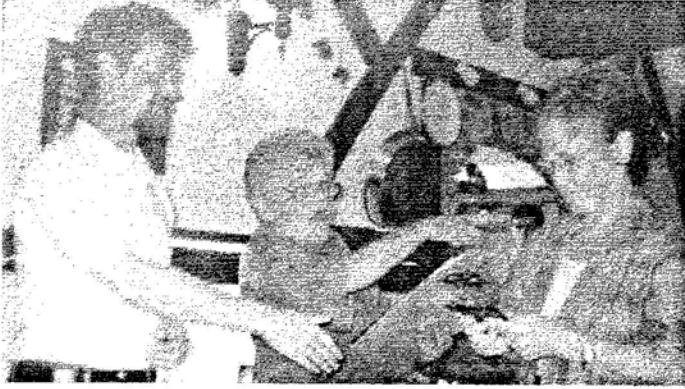
Then off again under the Cleddau Bridge, what a terrific view from the bridge of the haven and Pembroke Dock. Next stop Pembroke castle and then off again to the finish at Tenby, Time for a wander around the town before the finish proper at the New Hedges Tavern, a superb venue with a good selection of sensibly priced food.



Llysyfran Country Park

The latest concept in city centre parking!!

We had our usual prize giving, we try not to take this too seriously as it is always a problem to choose winners from such a wonderful display of vehicles, so being a coward we asked the Landlady and her staff to pick what vehicle had what.



Best Car Award went to Alan East with his Alvis. Joint Runner Up went to David Hay with the Daimler Dart and Jonathan Jones XK150.

Landlady's Choice went to the Jaguar MKII of Mr. & Mrs. Staley and Richard Metcalfe B.S.A

Richard Metcalfe and Brian Ashton won Best Team effort B.S.As, Harry Price with his entourage of Capris shared Joint Best Team effort.

Worst Navigator - yes, you've guessed it - Pat Guerrier in the Bentley.

Boobie Prize went to Neville Hughes for not only getting lost but for running out of petrol as well - well done Nev!! and so you should be!!

Special Finisher Award went to Penny Webb in the Riley RME.

Spirit of the Rally Award went to Huw Evans, for not only repairing Penny's exhaust but for joining the run at Llysyfran after completing 30 miles on the British Heart Foundation's bike ride that morning. Good effort Huw. Well done!

Clever Dick Award went to Brian Ashton for getting the most questions right in the quiz.

Stars of the Rally Award went to Ray Foley and Phil Kingdom in the MGA for assisting the Austin Heavy 12 in testing his stopping power, also for taking a wrong direction and ending up on the Brecon Road, something to do with Phil's thumb covering a vital road direction!!! (Well I suppose he has got big thumbs!?)

And last but not least The Award for Leaving your Brain at the Lost Property Office, after considerable investigation work we discovered that the entrant with no name was Peter Jenkins!



Whilst everyone filled themselves with whatever was on offer Jan Thomas marked the quiz papers. As usual there were some amusing answers. They should have read.

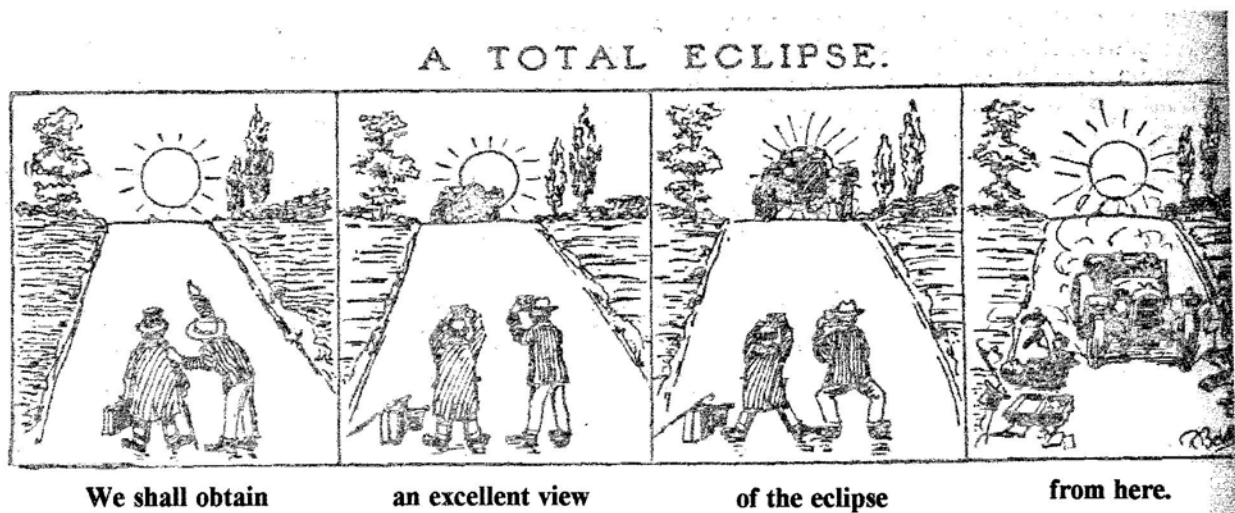
- | | |
|---------------------|-----------------------------|
| 1) Phoenix | 7) Honey |
| 2) Cattle Feed | 8) Penguin |
| 3) Dansco | 9) Gracelands Dairy Farm |
| 4) Timber Merchants | 10) On its Roof |
| 5) A.C. | 11) Chris Phillips |
| 6) Ferrets | 12) The Winner Of This Quiz |

Everyone appeared to enjoy themselves, good weather, good food, good atmosphere, another successful SHVR event.

My thanks to all concerned especially Christine for plotting the route with me and Ray Kethburn-Thomas for checking the route and organising the final venue, also thanks to Jan Thomas for typing the route books and sorting the quiz.

Our thanks also to Riverside Chrysler Jeep for assisting with the rally plates, the staff of Llysyfran, Pont Abraham services and the staff of the New Hedges Tavern and of course all those who entered the run.

Mike Palmer.



The Motor's part in the Eclipse

A friend of mine, who was one of the fortunate ones to view the eclipse, writes:-

"Petrol and the internal combustion engine made the eclipse possible as a popular spectacle. Writing this note 30 hours after the solar sensation of June 26th, 1927 (to be repeated in August 1999!), one is tempted to say that the motor was the greatest contributory factor towards satisfying the people's thirst for astronomical knowledge. This is a weighty thought. True, railways took thousands of people, but tens of thousands would and could not have visited the totality zone without motor cars, cycles and charas.

"For historical record's sake, I must enter here and now the fact that miles and miles, league extending beyond league, of motors lined the roads from Southport to Giggleswick, the two lucky view spots. Those people fortunate enough to approach Southport as early arrivals, and then look inland to watch the oncoming legions, will remember it as vividly the eclipse and the sight of the solar corona.

"Miles of twinkling lights could be seen, not speeding coastward, but merely crawling like one mighty dragon through those flat areas of Lancashire. And the return journey - it nearly spoiled the joy of the night out or the early morning excursion. I know of a case in which one motorist reports that he was 1½ hours in covering two miles, but, if that be incredible, an old reader vouches that it took from 6.30 to 8.30a.m. to get from Southport to Ormskirk (7½ miles), and then nearly 1½ hours to reach Manchester."

I wonder what the Traffic jams will be like in Cornwall 72 years on? Drop us a line if you go down there, and let us know if you manage 7½ miles in two hours. I doubt it!!

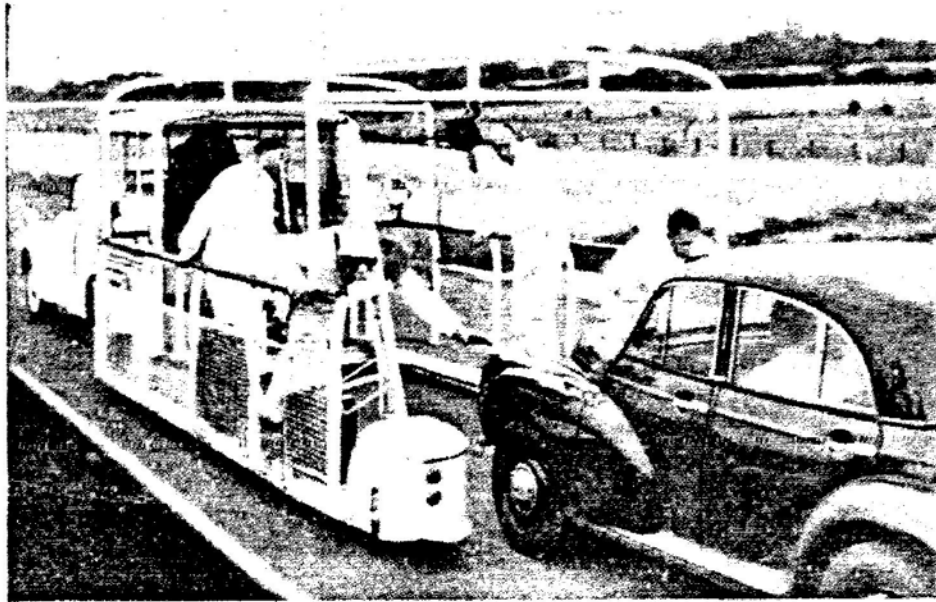
Ten Thousand Miles Without a Stop

THIS is a story of wheels that ran for ten days without ceasing. There were four of them, the wheels of a Morris

a fork with two low built prongs that provide working platforms about 15 inches wide. When servicing was necessary the trailer was run on the track and the car was driven into the bay between the prongs, where it actually pushed the trailer, and was not hauled along by it.

Once safely in the bay it was a comparatively easy matter to change crews, fill up with petrol, renew oil and grease bearings. To change a wheel the appropriate corner of the car was lifted by block and tackle suspended from one of the gantries over the tender. To allow the rear wheels to be changed these were provided with separate brakes, so that

the one to be removed could be stopped while the drive continued through the differential to the one still on the road.



The Morris Minor driving into the bay of the service tender during its 10,000 mile non-stop run.

Minor, and they covered in that time a total distance of 10,148.3 miles. The car was supplied with petrol and oil, oiled and greased as it ran, and even the wheels were changed when necessary without stopping the car for a moment.

All this took place on the Goodwood Motor Racing Circuit. Motor manufacturers always test their cars thoroughly. Skilled drivers are sent out with them to cover great mileages on the road, but there are always breaks in running and it would be much more satisfactory if these could be avoided. This thought occurred to the Nuffield vehicles proving engineers, who realised that tests over a circuit where readings could be obtained constantly would be much more valuable, but here again, stoppages normally have to be made for refuelling and for maintenance work.

What was really wanted, they decided, was some form of non-stop run. So they planned and built a special vehicle to run with the car under test so that its oiling, greasing and other servicing could be carried out without stopping it.

What this is like is shown by the two pictures on this page. It is articulated, and its trailer in effect is

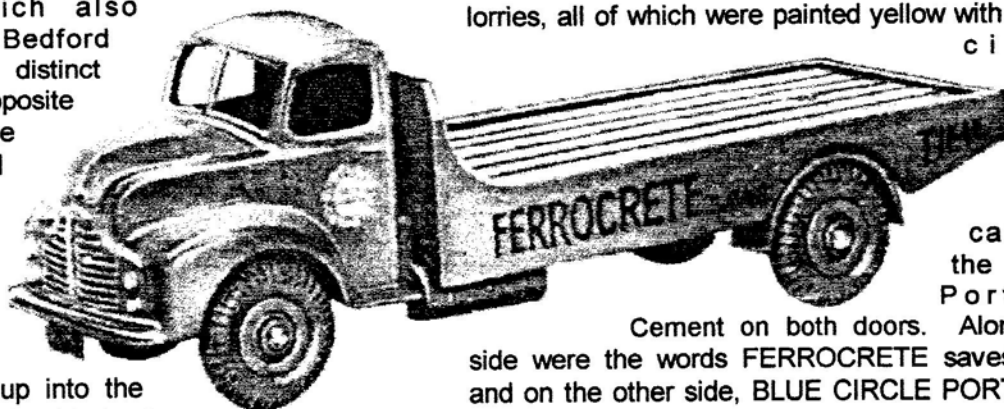


The car is now aligned in the bay and its tank is being filled with petrol. Photographs by courtesy of the Nuffield Organisation.

The Story of My Leyland Comet

by Ray Legate.

Many years ago, as a young boy, my interests were not with train spotting like most of my contemporaries, although I did have the famous Ian Allen train-spotters books and spent some time on railway stations noting the various steam engine numbers and ticked them off in the book. My main enthusiasm was for cars, lorries and motorcycles (those were the days when Britain produced such forms of transport), and living near the Vauxhall factory - which also manufactured Bedford lorries - was a distinct advantage. Opposite my home there was a British road services depot and some of their drivers allowed me to call into the workshop, and even climb up into the lorry cabs - a rare treat indeed.



In those days Ian Allen also produced a "spotters book" for BRS lorries and I spent many hours logging the numbers of these vehicles which visited the depot from other depots around the country. A total of eight divisions, within which there were 231 groups, covered the country, each one having their own range of lorries identified by a code number on the cab door followed by a letter (A-H) denoting which BRS group and division it came from. Western division carried the numbers 1 - 29 (South Wales), 30-39 + 42 (Shrewsbury and Central Wales) and 40, 41 and 43 - 59 (Oxford and Gloucester district). Depots in South Wales were at Dock Street, Newport and Monmouth. Grange Town, Cardiff. High Street, Swansea and Station Road, Carmarthen.

There were also special divisions for removal vans (Pickfords etc.), tank haulage, contract hire, general haulage and meat transportation. With the exception of certain lorries which were painted in the various companies liveries (dark blue for Pickfords), general haulage lorries were red, vans were green, special traffic was blue and meat vans were painted cream.

Of course in those far off days the lorries were British made and carried such names as: Albion, Atkinson, Austin, Bedford, Commer, Dennis, ERF, Foden, Ford, Karrier, Maudslay, Morris Commercial, Scammell, Sentinel, Seddon, Thornycroft and Vulcan (remember them?), plus Leyland Comet.

Obviously I had my favourites and used to go to the annual Commercial Vehicle Show where I collected brochures on all the makes and models which would

be carefully read at a later date and filed along with a similar collection of car and motor cycle brochures obtained from the Earls Court shows each year.

Living close to Vauxhall, I naturally had much more than a passing interest in the Bedford lorries they built, but a few miles up the road there was a cement works and their lorries frequently passed by my home laden with bags of cement carefully stacked on the flat bed rigid four wheel lorries, all of which were painted yellow with a blue circle

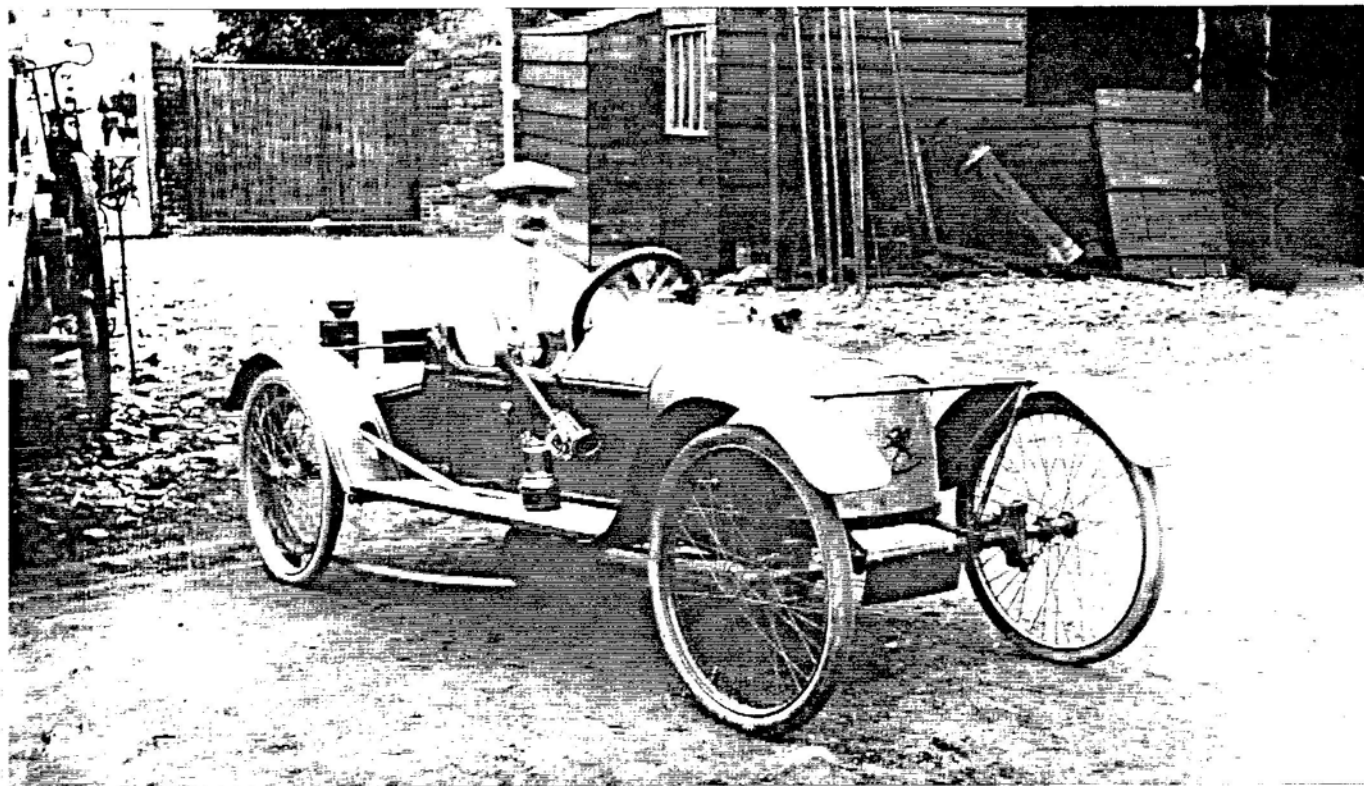
carrying the name Portland

Cement on both doors. Along one side were the words FERROCRETE saves time, and on the other side, BLUE CIRCLE PORTLAND CEMENT, whilst on the rear was painted, SNOWCEM CEMENT PAINT. Most of the companies lorries were Leyland Comets and I particularly liked the design of these models which were designated EC02.4R for the 15ft 3" platform version and EC02.1R for the 14ft 2" platform model. Powered by a 5.76 litre direct injection diesel engine, coupled to a 5 speed Albion designed gearbox, the Comet was a semi forward control lorry offering a payload capacity of 5 ton.

My interest and enthusiasm for this lorry left me with a keen desire to own one when I grew up and that ambition stayed with me. In the mean time I had also set my mind on getting a particular car when I was old enough, and this was a Vauxhall L model Wyvern which had taken my fancy when I saw so many of them being driven from the Vauxhall works past my home on the way to another Vauxhall plant in Dunstable. I finally acquired a Wyvern in 1978, but a Leyland Comet lorry still eluded me until earlier this year when a friend told me that he had a Leyland Comet painted yellow and sign written with all the Blue Circle logos just like the original ones I had seen all those years ago. My Wyvern is awaiting restoration and recommissioning for use next year I hope, but the Leyland Comet is in perfect condition although I am unable to drive it on the road. Its not that I haven't obtained a HGV licence (I have one of those), but you see, the Comet is only 5 1/2" long and was made not by Leyland but by Meccano Dinky toys. Never the less, I am delighted with it and have SHVR member, Frank Marsh, to thank for acquiring it for me. If you are looking for a particular model car or lorry, Frank is your man to contact.

The Jones Cyclecar

Mike Worthington-Williams on a Welsh pioneer



When as a Boy Scout, I camped at Llanvihangel Crucorney near Abergavenny in 1952, I little realised that I was visiting the birthplace of one who had been a Welsh motoring pioneer.

Walter Jones was born there at Pen-y-dre Farm in 1886, went to the Higher Grade School at Usk until, at the age of sixteen he was sent as a £20 premium apprentice to the Lion Engineering Works at Abergavenny. Here in the course of the company's business manufacturing gas, oil and steam engines and Agricultural implements, he learned all the processes involved in milling, turning, planing, drilling, fitting, forging, moulding and pattern-making, and completed his apprenticeship in 1907.

Thereafter, he joined the Adams Manufacturing Company Ltd., of Bedford, an electrical company which also made the American-designed Adams-Hewitt car up until 1907, after which the cars were simply known as the Adams. they featured a range of two and four and cylinder cars at the time Walter Jones joined them, but engines built under licence to the French Antoinette design, of early V-8 configuration, were also briefly offered. two speed epicyclic gears were employed, operated by foot pedals rather like those on a Model T Ford, and this gave rise to the slogan 'Pedals to Push, That's All'.

After leaving Bedford, Jones spent about nine months with the British and Colonial Aeroplane Company Ltd at Bristol, an offshoot of the Bristol

Tramways Company controlled by George and Stanley White. By 1910 George was a Baronet, and he company was destined in the future to become the Bristol Aeroplane Company, makers of commercial vehicles - a division under the control of Tilling-Stevens from 1938 onwards - aeroplanes, and after WWII, of Bristol cars, which were based on the pre-war BMW. Between 1902 and 1908, however, a subsidiary of the Tramway Company built cars of Daimler pattern under the Bristol name.

From Bristol Jones moved to Henley-on-Thames, there to join Stuart Turner Ltd, makers of marine engines, model steam engines and, between 1912 and 1914, the Stellar 784cc vertical two-stroke twin cylinder motorcycle, with water cooling and shaft-drive. He then moved again, and from 1909 - in which year Louis Bleriot made his historic flight across the English Channel - he was employed as Chief Mechanic in experimental work on helicopters with the Helicopter Flying Company of Wembley - early to have been engaged in such work.

Yet another move was then made to the Rover car company's London repair depot but in June 1911 he moved yet again, this time to take up a position as Chief Mechanic to Sir EC Channing Wills Bt, the tobacco and cigarette magnate, at Holcombe Manor, down in Chudleigh, Devon. The baronet maintained his own Bleriot monoplane and Jones acted as pilot as well as mechanic, a duty for which his previous aeronautical experience would have amply prepared him. During this period he built a

number of home-made cars and hydroplanes, using discarded engines and other bits and pieces. His interest in aviation also extended to the invention of a variable pitch propeller - a prototype of which is housed in the Abergavenny Museum - which enabled aircraft to be bigger, heavier and faster than previously. Other patents were taken out covering improvements to everything from firearms and implements to, of course, cars.

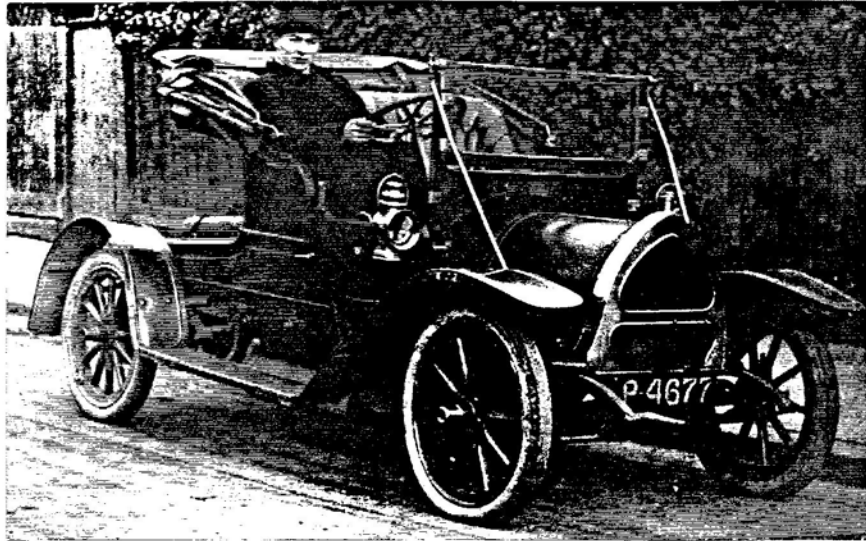
Early in 1914 he returned to Abergavenny, there to form a partnership with his brother Doug as Jones Brothers, motor and general engineers, in Park Street. In this period, from 1910 onwards, interest in ultra-light cars multiplied both in Britain and on the Continent and in the USA, and this was given impetus by the launching in November 1912 by Temple Press of a magazine called *The Cyclecar*. It sold 100,000 copies, went into a second printing, was instrumental in the formation of The Cyclecar Club - later the Junior Car Club and now the BARC - and encouraged and promoted the 'New Motoring', or cyclecar craze.

Not surprisingly the Jones brothers were caught up in this wave of enthusiasm and together they constructed the Jones cyclecar, shown here in the yard of their Abergavenny premises. As can be seen, it featured the Red Dragon of Wales on the prow, an air cooled engine (there is no radiator cap), belt final drive, a single acetylene headlamp, oil rear lamp and bulb horn. It is very typical of the cyclecars being built all over Britain at the time and largely con-

structed from components which could be bought in from suppliers like Hurlin & Company and Merlin who specialised in accessories for the home builder.

Some home constructors graduated to commercial production and at one time there were about 100 small companies in Britain along building and selling cyclecars. Alas, the declaration of war against Germany on August 4th 1914 was the cause of many of these embryo firms dying a-borning. Not only were almost all firms with any manufacturing capacity put on war work but there were shortages of materials for all but essential war work and many men including proprietors - were called up for active service. Walter Jones was no exception and after joining the Royal Naval Air Service - later, together with the Royal Flying Corps, to be incorporated into the Royal Air Force in 1918 - he served on the home front and in France.

Following the 1918 Armistice, he returned to Abergavenny and resumed his business building two-seater cyclecars and patenting the Jones car jack and the Jones petrol syphon. With the



advent of the Austin Seven in 1922, however, interest in cyclecars rapidly waned and by 1926 the brother were operating as motor and general engineers, and car manufacture had ceased. Very few had been built and none are known to have survived, Walter's inventive mind continued to range over a wide variety of subjects however and in June 1940 he sent to Winston Churchill drawings of an anti-bomber parachute bomb with which he had been experimenting, although there is no record that his plans were ever adopted.

Even following retirement, however, the ideas kept coming. In 1961, when he was 75, he entered the *Daily Mail* Get

Ahead competition, with ideas for a manually operated helicopter-parachute and a manually operated car which would obviate the need for noise, smell and pollution. This latter idea was not as far fetched as it sounds, since several companies had successfully produced pedal-propelled cars in France during the German occupation, when fuel was impossible to obtain.

Abergavenny Museum holds some of his models, blue-prints and specifica-

tions, his water diviner, rat and rabbit traps and sheet metal cutter. He also made the iron gates at the rear of the museum. He died in 1972 and appropriately his obituarist, DMD Thacker, was moved to write, "If the gates of Heaven require to be removed, then no doubt Walter Jones will get the contract."

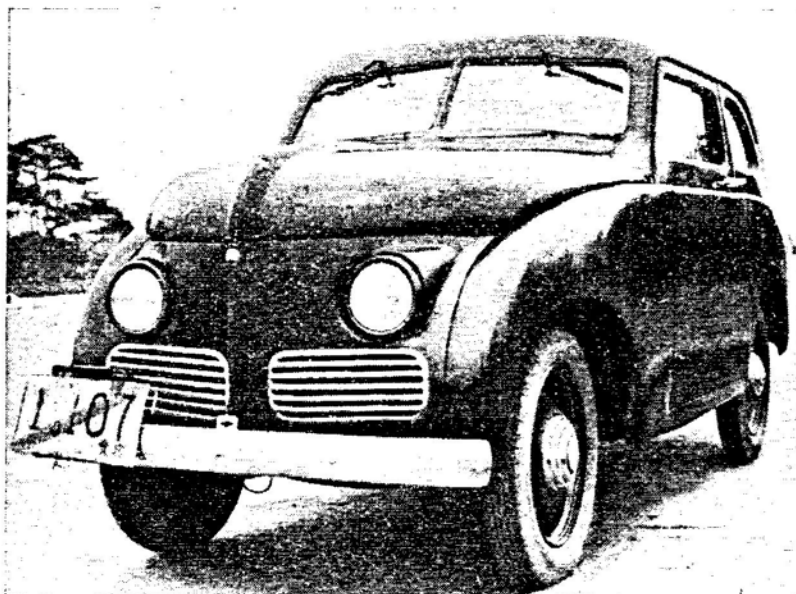
Acknowledgement to Abergavenny Museum for information and photos.

Opposite page: The 1914 Jones cyclecar, seen in the yard of Jones Brothers premises in Abergavenny, with Walter Jones at the wheel. Note the Red Dragon radiator badge.

This page: Walter Jones worked for the Adams Manufacturing Company in Bedford, at a time when they were building cars like this. Note the 'A' formed by the radiator.

The Motor

April 7, 1948.



JAPANESE EXPORT MODEL.— This new model of the Japanese "Datsun", de luxe sedan, which is slightly larger than the model available on the Japanese home market, is being made especially for export. The Egyptian Mission has recently ordered 15 to 20 a month to be shipped to their country.

Basic Petrol Statement

IT is expected that the Minister of Fuel and Power will announce in the House of Commons to-day, the Government's decision on the question of restoring the basic petrol ration. It is also intended to publish the Russell Vick report on the black market in petrol, and it is probable that this will also be released for publication to-day.

By the abolition of the basic ration and other economies the Government had hoped to save 800,000 tons of petroleum in a year. In the five months during which the ban has been in operation it is stated that there has been a saving of 350,000 tons, four-fifths of which is attributed to the withdrawal of basic petrol.

NEWS . . .

This AA news release was sent in by Mike Worthington-Williams.

IT'S OFFICIAL -
WOMEN AND THE CRUEL GODDESS CREATE THE ACCIDENT...

Never mind *beware vehicles coming from the backside* or *don't throw sweepings & fruit peels* - what would you do if confronted with road-signs telling you to *drive round about the sand*; or informing you of an *over ahead channel*; *tinter section*; or *warning for stone rock rolling*? At least *no entry for hand cart and bullock cart* is self explanatory... This is some of the baffling advice given in the New Traffic Signal, the highway code, picked up on a recent trip to India.

The Motor Vehicles Act (Tenth Schedule) lists commandments that would confound the average UK road user, such as:

the driver of motor vehicle may pass to the left of vehicle driver of which having indicated as intention to turn right has drawn to the centre of the road and may pass a tarm-car or other vehicle running on fixed rails whether travelling in the same direction as himself or other-wise on their side;

Provided that in no case shall he pass on the left had side of a tarm-car, which when in motion would be travelling in the same direction as himself, while the tram-car is at rest for the purpose of setting down or taking up passengers.

And the section headed Attention to the Drivers - with such advice as:

Before changing the direction and speed of the vehicle. We have to see the backward happening of the vehicle. If any vehicle comes in the left side very nearly, the shadow of them can't see clearly in the mirror. We have to see backside, whether they are coming or not and then turn the vehicle.

Sleeping is the cruel Goddess (Yama) It (has taken) swallowed, the lives of many drivers. When a driver feels that he is having sleeping, immediately he should stop the vehicle and rest.

And, best of all...

We should not drive in the drinking mood and with the worries of the mind. At the time of driving, we should not accompany by ladies. If we do so, it will create accident.

"Our own 80-page Highway Code looks daunting enough, but faced with 16 pages of such bewildering guidelines, drivers in the UK have probably got it easy," says Nick Bravery, general manager of the AA Driving School.

"But then again, what do visitors to the UK make of a 'staggered crossing', signs like *humps for 1 mile*, the pictogram used to indicate the risk of grounding, or the quaint old steam loco meaning *level crossing without a barrier or gate ahead*?"

SHVR Events Diary

July

- Sun 25th Scolton Manor Tony Allan
01646 651240
- Wed 28th EVENING RUN Chris Broughton
01269 870293

August

- Sun 1st Milford Marina Gerald Evans
01646 692911
- Mon 16th CLUB NIGHT
- Sun 22nd ABERTAWE TOUR
- Wed 25th EVENING RUN Chris Broughton
01269 870293
- 28th-30th Orlwyn Teifi Auction
and Show Derrick Davies
01559 370885
- Mon 30th Pontardulais Agricultural Show

September

- 11th-12th Beaulieu Autojumble Mike Evans
01792 206686
- Sun 12th Pontardulais Vintage Show Steve Thomas
01792 882382
- Sun 19th Tredeagar House Dave Channing
01269 845765
- Mon 20th CLUB NIGHT
- Sun 26th Beacons Run Robin Jones
01792 419780
- Wed 29th EVENING RUN Chris Broughton
01269 870293

October

- TBA AUTUMN RUN TBA
- Mon 18th CLUB NIGHT
- Sun 24th SUNDAY RUN Chris Broughton
01269 870293

November

- Mon 15th CLUB NIGHT
- Sun 21st SUNDAY RUN Chris Broughton
01269 870293

December

- Mon 20th CHRISTMAS BUFFET
- Sun 26th SUNDAY RUN Chris Broughton
01269 870293

Car Factory Visits

Some SHVR members may remember a successful visit I organised a few years ago to the Morgan works at Malvern, Worcestershire. Huw Richards arranged a mini-bus for the trip and a thoroughly enjoyable day was had by everyone.

I am now planning (exclusively for SHVR members) a couple more visits to car factories, but before I finalise arrangements I would like to be sure that members are interested in what would be a weekday visit to the following car manufacturing companies.

Vauxhall Motors in Luton will be pleased to accommodate a small group of our members for a guided tour of their works, and through my personal contact I could arrange a special extra visit to see Vauxhall's private collection of veteran, vintage and classic cars on the same day. This will take place probably sometime towards the end of October.

The other visit I have in mind is to the Aston Martin works at Newport Pagnell. This will be sometime during the first half of next year.

I have personally been to both of the above a number of times and am able to recommend them to members of the SHVR.

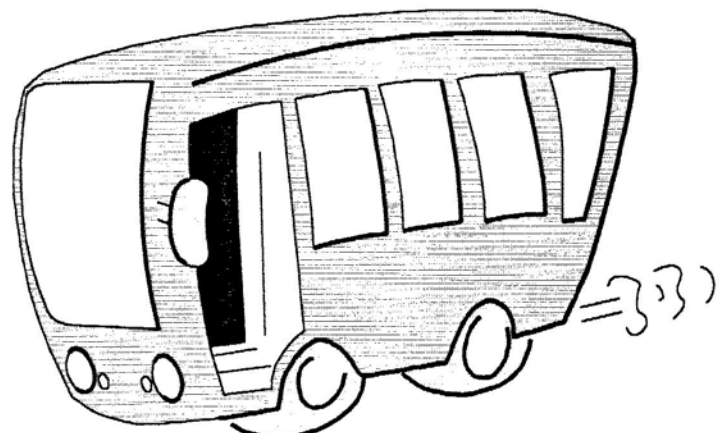
There is no charge for either visit (your only cost will be the mini-bus fare to get there). Vauxhall also provide refreshments at the end of the factory tour.

If you think you would like to go to either of the factories, please let Mike Palmer know as soon as possible and I will make the final arrangements.

Numbers are limited (for safety reasons) to about 12 people on each visit, so act now to ensure your place on the mini-bus. Steve Pearson has kindly agreed to organise the mini-bus for both events.

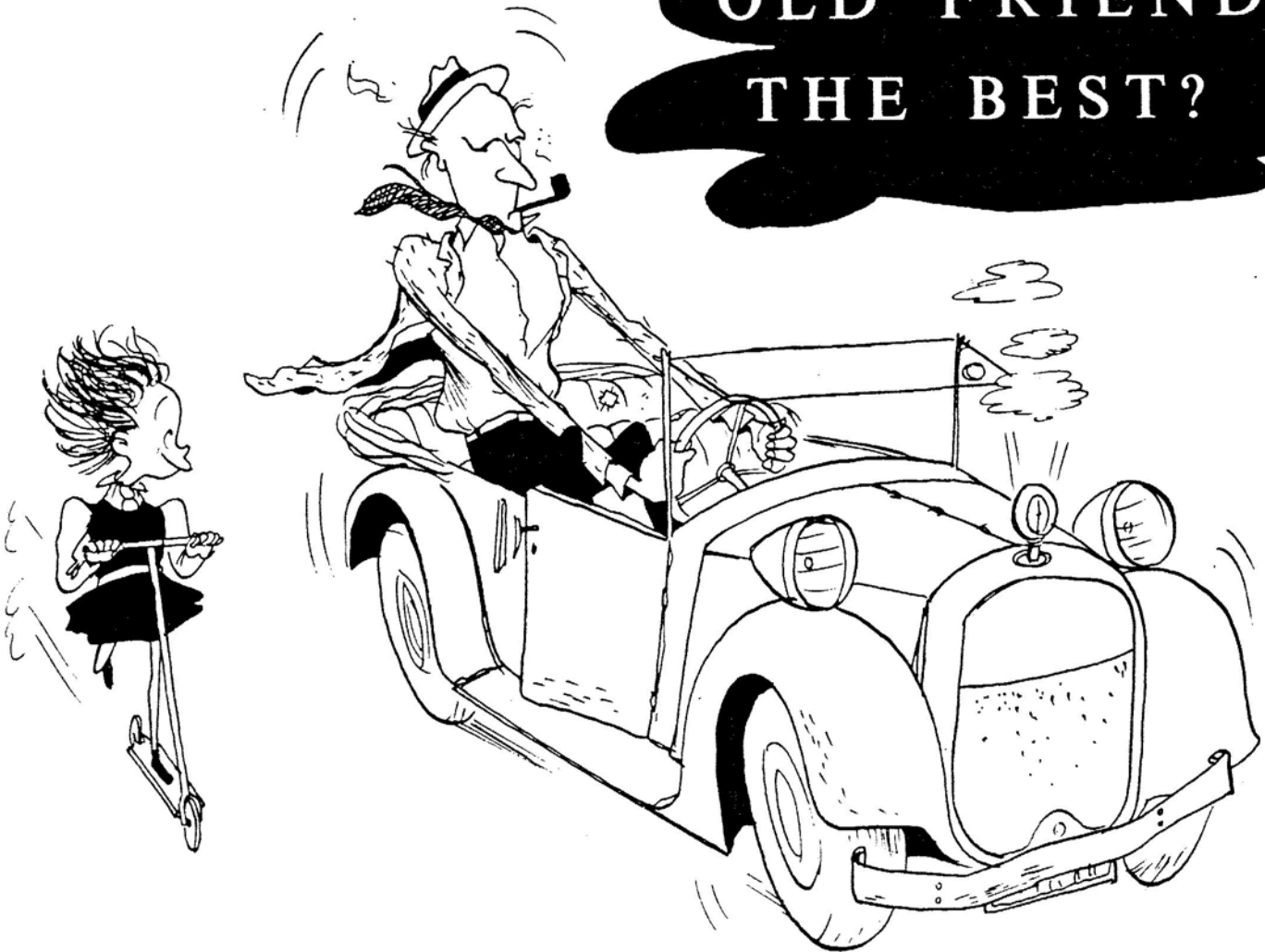
Further details will be printed in next months magazine.

Ray Legate.



If you wish to add to or correct the details of any of the events listed, Please contact Jan Thomas on 01792 205129.

OLD FRIENDS THE BEST?



Written by Raymond Wilson and illustrated by Ray Chesterton



"Not all that funny."

A MAN once said to me, "I wish I had a car like yours."

Of course he knew nothing about cars, but I still don't think it was as funny as people made out at the time.

My car is old, but so is my grandfather and people don't half kill themselves rolling about on the floor if someone says, "I wish I had a grandfather like yours."

No, there seems to be some modern idea that when a car gets to be as old as mine it can't be taken seriously any more. Mind you, it does have drawbacks. It's more liable to break down than it was; parts become obsolete; it is embarrassing to leave a dance or a public dinner or some other important function with one's wife at the wheel and oneself outside the perishing contraption, pushing. There is all that against it.

Moreover I've found that many old cars, like old people, develop peculiar troubles

which even when treated never seem quite to clear up. With me it's the electrical system. Almost every mechanic I now go to looks at it more in sorrow than in anger and says, "She'll never run wired like this." So far I've persuaded them that she always has and probably always will if they'll find the latest fault, but I'm afraid the sands are running out.

Last time it happened she was returned with the off-side trafficator wired in some mysterious fashion to the horn button. Somehow I never get used to it. For months I've found myself hooting at dogs or children or cyclists and then having to turn right because I've signalled that this is my intention. I have to allow twice as long to get from any one point to another, which with a newer car I of course needn't do.

But the most serious thing is that it restricts my social life, or rather it restricts

my wife's social life. She's very good at most things, but one small mechanical detail connected with the car defeats her.

When the starter motor is out of commission you have to swing the car with the handle and at the same time lean over and hold back the choke wire, which the button on the dashboard won't do properly. This she can't manage.

Two people can do it easily and so far we've fixed it by my helping her start from our house and her visiting only able-bodied people and people living on hills. This enables them after saying goodbye to her to scramble into something warm, line up behind the car and, with a rousing shout of encouragement from my wife, push the car, already in gear, until it has reached such a speed that she can release the clutch, blind them with a cloud of smoke and move off.

Obviously she can leave houses on hills much more simply, using the same mechanical principal but needing only a small push to start her rolling. Quite old, infirm people can manage this we've found—even her Aunt Cathy who is seventy but who has led a very active life and was once captain of the Sussex Women's Hockey Association.



"Once captain of Sussex."

But of course there are other people she'd like to visit who aren't able-bodied and don't live on hills, and at such times I must admit an old car does seem hardly worth while.

And yet I don't know. Think for a moment of the advantages.

Some people won't travel in old cars. My mother-in-law is one. She's worried by draughts and loud, sudden noises, which rules her out as a passenger of mine on two counts. Since we now live in the country, off a bus route, it is virtually impossible for her to visit us. And there are others—people whom you'll be carting home after a party on a bitter winter's night who in my case will be ringing cheerfully for a taxi.



"Line up and push."

Further, there is no difficulty about where to stow the important things—luggage, tools, the week's shopping on a Saturday, children.

I once went to the Motor Show with an expert and experienced motorist. We saw hundreds of new cars, all of which in his opinion had something lacking. The boot was too small, or the instrument panel wasn't clear, or something else was wrong.

I have none of these problems. Since no one will ride in the back of my car I enjoy more storage space than practically any other motorist in the Southern Counties.

As proof of this I checked this morning what I am carrying at the moment between the front and rear seats. Here it is: a complete set of tools (including jack, foot pump), five maps, three guide books, two tow ropes (one with a small rubber duck knotted for no obvious reason in the middle), a public library book entitled "Plumbing and the Fitting of Cisterns for Amateurs," three postcards requesting its return, twenty-one out-of-date newspapers, one glove, a tin of sardines, two pipes, three dolls, a pair of shoes, twenty-two assorted notes from my wife (from "Gone to the pictures"; "see you here 5.30"; to "A very nice policeman wants you to move the car,") a bottle of cough mixture, innumerable plastic toys, pencils, cigarette packets (empty) and a length of rubber hose for dipping into my petrol tank to check my supply and/or syphoning petrol into the tank from someone else's.

As for the instrument panel I can see at a glance exactly what I want. The ignition switch and speedometer are placed con-

veniently near the steering column. Nothing else works.

But most important of all, a car like mine gives the driver a quite remarkable, and in my case misplaced, reputation as a motorist.

When we planned to drive to Switzerland people said, "Well, you've got more pluck than me, trying those roads with your shock absorbers."

Of course, by most people's standards, they were quite right. But if I thought like that I should never drive anywhere. Take this shock absorber stuff. I don't think I have any. I know nothing about cars, but after some dreary character had been telling me the things I should have I did look underneath the car to see if any of them were there.

I didn't see any shock absorbers. I didn't see anything much except a sort of wire cable affair leading from each wheel and meeting in the middle. (I call it the brake cable because then both my wife and I know what I'm talking about, but I'm not sure that's what it really is.)

I can go on for hours quoting good points about the old bus, but they don't impress people. They say, "I don't like the look of your ignition system," or "I don't like the look of your steering," or "I don't like the look of" something else. I don't like the look of much of it either, but it still gets me about.

I might swap for your car, but I'd think twice. I know this car. I know exactly where to get hold of it to shake it when the starter jams, it's a handy size to push—and I can leave it anywhere without it being stolen.



Raymond Mays in his Brescia Bugatti on Porthcawl sands. He was a famous racing driver between the wars and associated with the postwar BRM in its early days.

DARWIN AWARDS

From a radio program, true report of a happening in Michigan, USA.

Guy buys a brand new Cherokee for \$30,000 dollars and has \$400 monthly payments he and a friend go duck hunting on of course all the lakes are frozen. These two atomic brains go to the lake with the guns, the dog, the beer and of course the new vehicle. They drive out onto the lake ice and get ready. Now, they want to make some kind of a natural landing area for the ducks, something for the decoys to float on. In order to make a hole large enough to look like something a wandering duck would fly down and land on, it is going to take a little more effort than an ice drill. Out of the back of the new Cherokee comes a stick of dynamite with a short 40 second fuse.

Now these two rocket scientists do take into consideration that if they place the stick of dynamite on the ice at a location far from where they are standing (and the new Cherokee), they take the risk of slipping on the ice when they run from the burning fuse and possibly go up in smoke with the resulting blast. So, they decide to light this 40 second fuse and throw the dynamite.

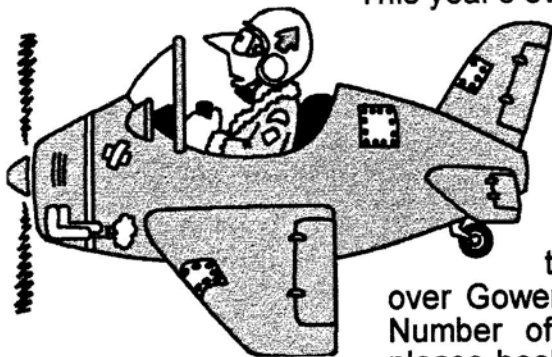
Remember a few paragraphs back when I mentioned the vehicle, the beer, the guns and the dog?

Yes, the dog: A highly trained black Labrador used for retrieving, especially things thrown by the owner. You guessed it, the dog takes off at a high rate of doggy speed on the ice and catches the stick of dynamite with the burning fuse about the time it hits the ice. The two men yell, scream, wave arms and wonder what to do now. The dog, cheered on, keeps coming. one of the guys grabs the shot gun and shoots the dog. The shot gun is loaded with duck shot, hardly big enough to stop a black Labrador. Dog stops for a moment, slightly confused and continues on. Another shot and this time the dog, still standing, becomes really confused and scared, thinking these two Nobel Prize winners have gone insane. He takes off to find cover, (with the now really short fuse burning on the stick of dynamite) under the new Cherokee.....
BOOM!!!

Dog and Cherokee are blown to bits and sink to the bottom of a lake, leaving the two candidates for co-leaders of the known universe standing there with this 'I can't believe this happened' look on their faces. The insurance company says "That sinking a vehicle in a lake by illegal use of explosives is not covered. He had yet to make the first of those \$400 repayments.

ABERTAWA TOUR

Sunday 22nd August 1999



This year's event is going to be different. We start at Abertawe Service Station, Fforestfach, Swansea, meeting at 10.00am for coffee, biscuits and route plan. Leaving Abertawe at 10.30ish for a run up the Swansea Valley, about 50 miles, rest break on route, and on to the Langrove Motel, Gower for a buffet lunch.

Then we move onto Swansea Airport for a static display where there will be an opportunity (weather permitting) to see the vintage jets and take a helicopter flight or a flight

over Gower in a four seater plane (pay on the day).

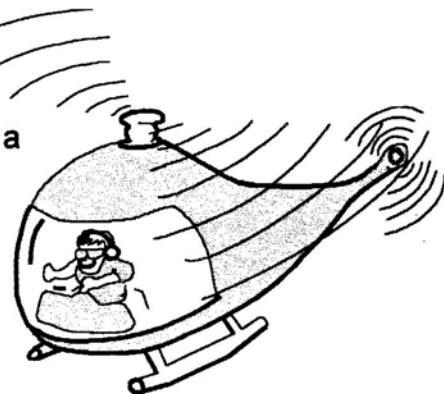
Number of seats for flights are limited, please book with Mike Glinternick on

01792 411099 in advance.

Judging and prize-giving will also take place at Swansea Airport, as well as some attractions for the children, including a bouncy castle and face painting.

The £10 cost of the run is per car with two on board to cover rally plaque and buffet lunch. Extra lunches can be ordered. please complete enclosed form as soon as possible.

We are sure it will be a great day, so please come along.



Dear Mike,

I am just writing to tell you how much we appreciate the enormous amount of hard work that obviously went into organising the "Castles Run".

We joined the SHVR just after the 1998 Singleton show and went on last year's Castles Run, which we thoroughly enjoyed.

Unfortunately we could not make this year's Singleton Show due to the gearbox and the rest of the car being parted, but got the car going again in time for the Castles Run which was every bit as enjoyable as last year's (if fascinates me how you even managed to fix the weather!).

It was only a shame that we couldn't park up in the square in Tenby again (a few of us did try it briefly but unsuccessfully). I was horrified to learn that the Council charged us for that privilege last year - I reckon that we should charge them for providing a tourist attraction!

Please extend our thanks to your fellow organisers. Hope to see you soon.
Safe Motoring
Robert & Siân Keir.

PS We always enjoy the magazine too!

Thank you both. Your committee are always glad to hear that their efforts are appreciated, and that SHVR members are enjoying the events we organise.

**I used to have an open mind,
but my brains kept falling out!!**

SHVR EVENING RUNS

Christine Broughton has asked us to let you know that our Wednesday Evening Runs are still going strong. There are usually 15 - 20 people attending each month, but we can always accommodate more.

We head for a different Pub or Restaurant every month and try to provide as much variety as possible, but we are always open to new suggestions. If you can recommend a new venue for a future run, or perhaps fancy organising an Evening Run yourself, give Christine a call on 01269 870293.



FOR SALE

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

Vauxhall Cresta 1955 E series for restoration (does run) £300 ono.
Contact Steve - 01792 416985

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

1979 Cortina Mk V 1600cc + spares
Contact Doug Phillips - 01792 596528

1965 Jaguar S-Type 3.8 Auto, Black, chrome wire wheels, red interior. Runs beautifully.
Contact Maureen Lloyd - 01792 814562

1968 Sunbeam Rapier Fast Back, Forest green, 41,000 miles, MOT'd. £850 ono.
Contact Steve - 01639 639485

1938 Austin 7 Ruby. MOT'd. Very nice car in good order. £2,800.00
Contact Meirion - 01558 668054

1934 Morris 10/4 Van. Ex Pathe News. Requires lights and re-wiring for MOT. £2,500 - For quick sale.
Contact Ray - 01834 811943 (after 6pm)

A quantity of Practical Motorist, Car Mechanics, etc. Magazines from the 60's. Any reasonable offer considered.
Contact Mike Evans - 01792 206686

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 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 - 01792 826080

New track rod ends to fit mini. For more details
Contact Clive Reid - 01792 830782

1973 Austin 1300, mint condition, 20k miles, blaze orange. £1600 - two owners from new.
Contact Harry Griffiths - 01639 710697

1936 Vauxhall 14/6 DX Abandoned project. For more details
Contact Derek - 01179 562992

1970 (Tax free) Triumph Spitfire rolling chassis with V5. £150 ono.
Contact John Williams - 01792 864731

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

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

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

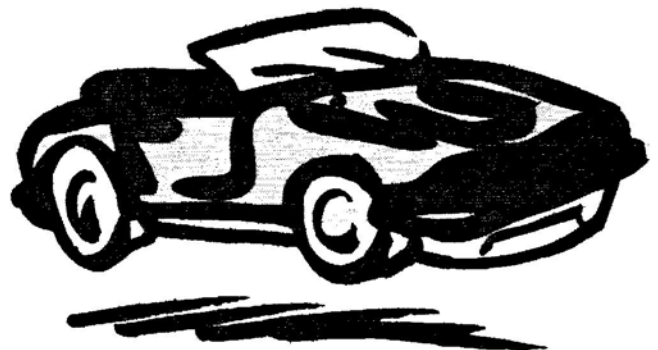
Rover P5B 1967 3 litre auto, 42K miles. Used Daily.
Contact Tony Vaughan - 01792 266640

1980 MG Midget 1500 fitted with Toledo 1300 engine (still adequate). New MOT. Tidy interior. Pretty red body. Tired hood, but still keeps the rain out. Hardtop. Good tyres. An ideal little sports car for young enthusiast. Recent clutch, recent brake master cylinder. Car is in Milton Keynes but I will fetch it if you are serious. The original engine is in Swansea, with a blown piston. Haggle starts at just over £1000.
Contact John Williams - 01792 864731

Car Transporter Trailer. 15' x 5'7". 4 wheels fitted with recent 8-ply tyres, lights, winch. Unladen weight is 440kgs (say 8.5 cwt.). Has Carried LWB Landrover, Bedford CA Dormobile, etc. Nicely balanced, well built. Space needed prior to eventual house move. £650 ono.
Contact John Williams - 01792 864731

Citroen 2CV Chassis. About 3 years old with light surface rust. Rolling, and with engine and gearbox in place but not bolted down. £120 ono.
Contact John Williams - 01792 864731

MGA 15" steel wheel with ancient tyre. It came from Barbara's old Reliant Sabre 6, so it may fit something else as well. Haggle at £5.
Contact John Williams - 01792 864731



FOR SALE

1936 Austin 16-6 Drop Head. A full 4 seater. For restoration. Also full set of mechanicals for same. + lots of Austin 7 & 10 parts.

Contact Ivor - 01792 296839

Rover 2000 TC 1972, Rover 2000 SC, one under restoration and one for spares. Both for £600 ono.

Contact Bill Jones - 01792 423379

Hyundai Stellar 1987 4-door 1600. Taxed and tested £250.

Contact 01792 290138

Reconditioned Overdrive unit for Triumph Vitesse.
Contact Denzil Williams - 01267 236194

1975 Triumph Spitfire Convertible. Good Condition. Taxed, MOT'd and ready to go. £2500.

Contact Mrs. Mort - 01792 425906

1966 Austin 110 Westminster. Complete car with loads of spares, needs work. Tenby area.

Contact 01834 712225

1969 Jaguar MkII 240. Engine converted to run on Unleaded. 42,000 miles (genuine). Power steering, full service history, British racing green, chrome wire wheels, factory fitted sunroof and leather interior. Superb condition. £15,000.

Contact Kevin Videan - 01994 543664

MGA. Red, wire wheels, RHD, all sorted. Lovely condition. £9,000

Contact Ray Foley - 01834 811633

Set Twin Carbs suitable for MGB. New rear shock absorber suitable for MGB.

Contact Denzil Williams - 01267 236194

Austin 7 Ruby 1937. Good condition. Tax & MOT. £2700 ono.

Contact Stuart Smale - 0468 710030 (after 8pm 01792 830990).

1957 Hillman Minx, column change, off road 10 years. Complete. Requires restoration. Reasonable offers.

Contact Mr. Williams - 01792 526175

A Second Hand Swage Machine, 6 Pairs of wheels, as new £600. Priced new in the Frost Catalogue at £969.

Contact Lyndon Webb - 01558 823378

THE MARVELLOUS RECORD
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SWIFT

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R.A.C. LIGHT CAR ^{SIX} DAYS' RELIABILITY TRIAL

32 CARS STARTED - INCLUDING 3 "SWIFTS."
9 ONLY MADE NON-STOP RUNS - 3 BEING "SWIFTS."
3 "SWIFTS" ENTERED - 3 GOLD MEDALS AWARDED.

THE ONLY TEAM TO MAKE NON-STOP.

PETROL CONSUMPTION:

"SWIFTS" First - Second - Third

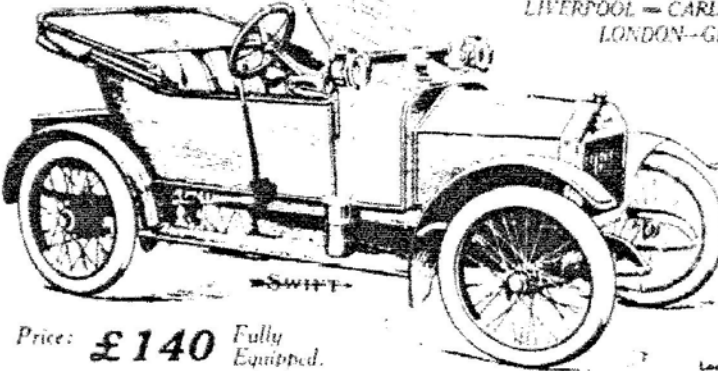
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OXFORD—YORK—OXFORD.
LONDON—LAND'S END—LONDON, Etc.

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COVENTRY.
London: 132-134, Long Acre.



Price: **£140** Fully Equipped.

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 - 01267 202250

1973 Morris 1800, 1 year MOT, needs slight restoration, one previous owner, genuine 46K miles. £500 ono.
Contact Rob Jones - 01792 419780

Wolsely 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 - 01792 541466



MORRIS 8, SERIES 1 SALOON, 1937

Fully restored, excellent runner, new MOT, immaculate interior. Must sell, leaving U.K.

£3,500

Merthyr Tydfil - 07899 750160

MG 1100 Shell 1964. Good Condition.
Contact Hywel - 01792 773801

1970 Triumph GT6 Mkt Bodyshell. Much work done, and is now rigid. More work to do. Open to offers.
Contact John Williams - 01792 864731

Triumph Herald wheel with brand new tyre, stored 8 years. Goodyear Grand Prix S, 155-13. It still has the maker's label stuck on the tread. Must be worth £10 to anyone who wants it.
Contact John Williams - 01792 864731

Sit-up-and-beg gents bicycle by Halfords. 26" wheels. Chain guard, Sturmley Archer 3-speed, but cable brakes. Suit retired vicar or PC who wants to find out how much his heart and lungs can really hurt. Ride away for £10.
Contact John Williams - 01792 864731

Austin Princess 2.2lt. HLS manual. 50,000 genuine miles. Reconditioned engine in good condition. Brakes, steering and electrics O.K. Engine turns over. Good body work. Interior unmarked. Free to anyone who wishes to tow it away.

Contact Dave Channing - 01267 223675

1956 Morris Minor split screen. 2 door. Black. One owner from new. Small amount of work to make roadworthy. Selling because of ill health. Reg. no. TRU 261.

Contact Mr. Norris 01639 643549

1926 Rolls Royce 20 exhaust manifold. Sand-blasted and heat painted black. £150. Deganwy (North Wales).

Contact Don Mills - 01492 582797

Bond 875 3 wheeler (Imp engine). Many spares, including engine, radiators, dynamos, starters etc. No windows (plastic), but good windscreens (glass). Offers in the region of £350.

Contact Martin Jones - 01792 830070

Alvis TD21 1962. Lovely condition £8,000.

Contact Mr. Phlegg - 01267 290346

Austin 10 1933. Used regularly. MOT and Tax. Good condition. Ready to go £4,650 ono.
Contact Mike Wheadon - 01550 721414

WANTED

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

Triumph Vitesse saloon roll bar.
Contact Huw Evans - 01792 862080

Morris Minor 1000 Pickup. Any Condition Considered.
Contact Andrew - 01792 816657

ARTICLES FOR THE MAGAZINE

If you have any articles, stories, pictures, cartoons or anything that might be of interest to fellow enthusiasts, Please send them to:

Mike Palmer, SHVR,

10 Carnglas Avenue, Sketty, Swansea. SA2 9JG

ADVERTISEMENTS

If you would like to place a large advertisement (full, half or quarter page) in this magazine, then please contact Mike Palmer (01792 203638), Ray Kethburn-Thomas (01792 205129) or Dave Channing (01269 845765).

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SHVR Car badges, the ideal way of showing your support for the club.

£17.50



Leather Key Fobs

£1.75

Polo Shirts

Embroidered polo shirts with standard or 20th anniversary logo.

upto XL **£14.50**

XXL **£15.50**

Polo Shirts with a printed logo are also available.

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Brittany tour polo shirts

£12.50

Sweatshirts

SHVR embroidered sweatshirts with standard or 20th anniversary badge. Several colours available

upto XL **£17.00**

XXL **£18.00**



Tie Pins £1.75



Lapel Badges

£1.75

Windscreen Stickers



£1.00

SHVR Umbrella

Available in Blue/white or Red/white.

£17.50

SHVR T-Shirts

£8.50

Head Gear

Both baseball caps and woollen hats are available with the SHVR logo.

£7.00 each.



WORN WITH PRIDE

Seen at Singleton '99 wearing daddy's SHVR Baseball Cap is one of our younger members, Becky age 4, she was giving us her rendition of 'Singing in the rain'. (She has a very vivid imagination!)

I apologise for using the family photos this month, but beware I will be out with the camera at SHVR events looking for willing (or unwilling!) victims for future editions.

Samples of Regalia will be available on clubnight.

Please see Christine Broughton or call her on 01269 870293

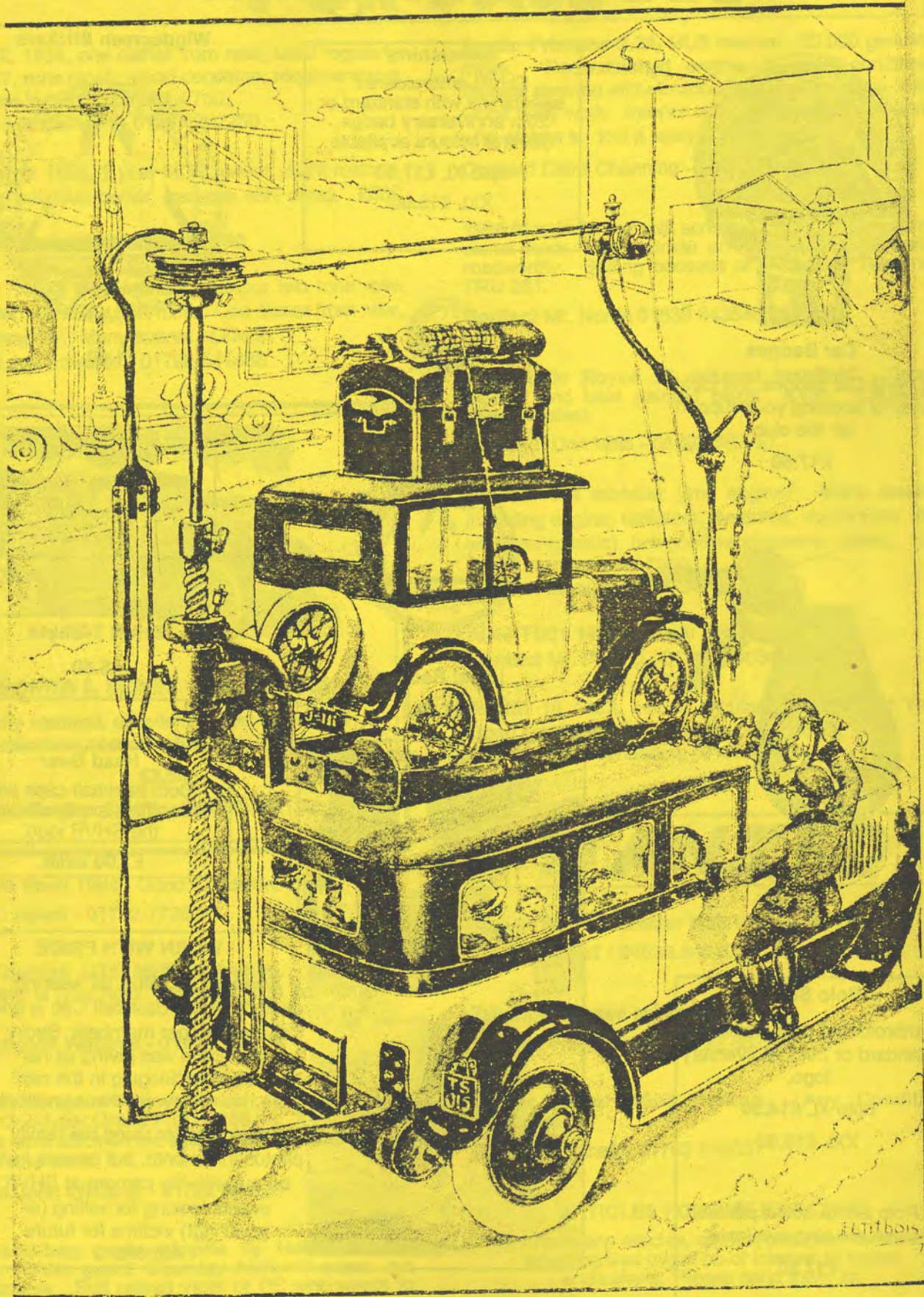
Blazer Badges

With SHVR logo

£8.00

if you wish to purchase any of the above items.

"TWO CARS PER FAMILY."



Solving the problem of an economical holiday in a very ingenious manner.

EDITED & COMPILED BY MIKE PALMER, GERALD GILL & JAN THOMAS