



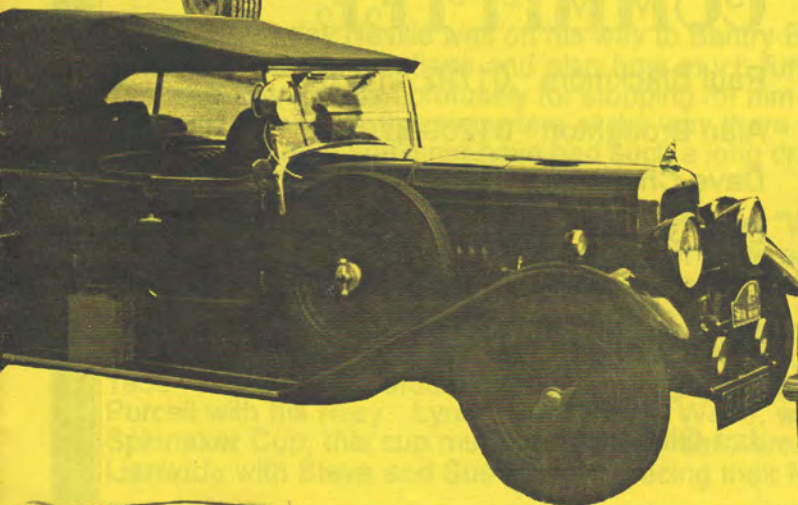
S.H.V.R

THE SWANSEA HISTORIC VEHICLE REGISTER

22 YEARS OF SERVING THE ENTHUSIAST



JUNE 1999 MAGAZINE



Welcome!

On behalf of all the club members
we would like to welcome the
following new members.

B. Wright from Glais with a Triumph 1200
Sports.

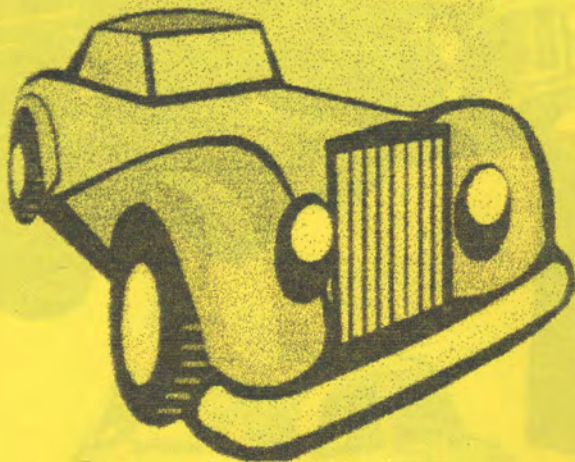
Philip Evans from Neath with his Jaguar
420G.

Barry Hayes from Gorslas with his
Mercedes 300GD.

Steve Clifford from Skewen with a 1926
Clyno and a 1929 Hudson Essex.

David Hay from Mumbles with his Daimler
Dart.

David Lyall from Murton with his 1934 Morris
10.



S.H.V.R. OFFICERS

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Vice Chairman- Mike Evans 01792 206686

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01792 205129

Treasurer- Robin Jones

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01792 360291

Club Regalia- Christine Broughton

01269 870293

COMMITTEE

Paul Blackmore 01792 415201

Alan Broughton 01269 870293

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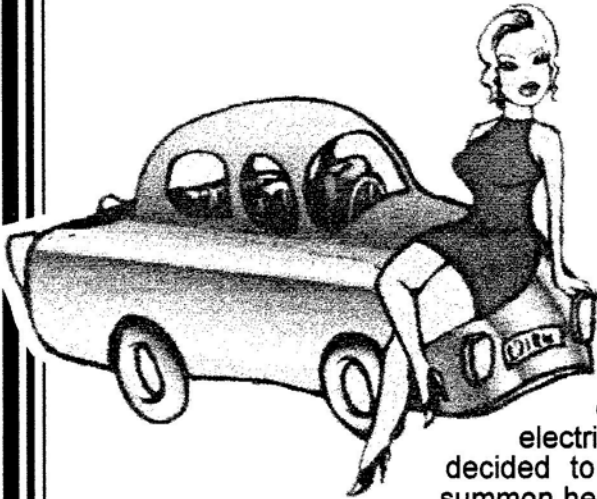
Mike Worthington-Williams

CLUB NIGHT COMPETITION

The answer to last months competition, the
SHVR member on the bike was

HUW EVANS.

The Thoughts of Chairman Mike



Here we are halfway through the year, with so many excellent events on, we are spoilt for choice. On Sunday 13th June, SHVR donated and delivered a large teddy bear to Preseli Old Vehicle Enthusiasts Club for them to raffle at their Teddy Bears Picnic, the proceeds from the days events will be donated to Ty Hafen Children's Hospice.

As promised in last months magazine some of the stranger sides of Kinsale!! Mike Worthington-Williams picked up the best headlamps award, Mike was heading back to Kinsale with the cast of "Last of the Summer Wine" (Mike Green, John and Derek). As dusk fell, Mike was experiencing problems in picking out the road, no it wasn't the after effects of the lunchtime stop, he's tee total when in Arthur, it wasn't his glasses, they were crystal clear, so the only thing it could possibly be was an

electrical problem as Arthur's lights were fading fast, so they decided to take refuge at the nearest hostelry and summon help. They all piled out and proceeded to

make there way round to the front of the car, where all

was revealed, Mike had forgotten he'd placed a rally plate over each headlamp.

On the same day Neville was on his way to Bantry Bay, when he stopped to ask a local for directions and also how much further he had to travel. The local thanked him profusely for stopping for him to admire the car and then said " You'll be three-quarters of the way there now, but if you'd been starting from here you'd not have had such a long drive!". Work that one out!!

Some other recipients of awards were Pat Guerier "Worst Navigator" she had Viv driving round the hotel car park for quite some time looking for the way out, we daren't print the excuse.

Charlie and Carol Goodwin, SHVR members who joined us from Kent, won an award with their immaculate Rover P3 as did Mike and Sue Bagworth with 1930 Alvis, extra awards went to Viv and Pat Guerier with their Bentley, Ted Purcell with his Riley. Lyndon and Penny Webb, with their Riley RME, won the Spinnaker Cup, this cup must like the Llandeilo area, as it spent all last year at Llanwrda with Steve and Sue Mitchell gracing their Mk2 Jaguar.

There were over the course of the Kinsale weekend other awards handed out, but we have been asked to keep quiet about these to save further embarrassment to the recipients.

As I said last month it's all in good fun and once again thanks to our Irish hosts.

See you all on the Castles Run.

*Safe Motoring
Mike P.*



Clubnight Competition

Some of you will probably recognize the club member in the coracle, but what we want to know is what he's doing there.

KINSALE RALLY WEEKEND

Well, what a week end. I think the Irish were glad of the peace and quiet when we all left for home - having said that, we all thoroughly enjoyed ourselves !!

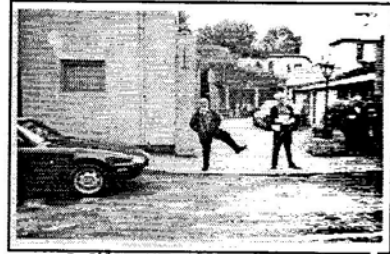
When we were given our Rally Information by Liam and Ann on Saturday it was all go from the start. But one of the many wonderful things about the Irish is the laid back approach like Liam saying "we will all meet in the Car Park about 10.30ish" - ish meaning 2 hrs later.

The run to Kenmare with spectacular views from the top of the mountain should not be missed, also the sight of the gentlemen drivers stopping to admire these views from behind very small trees - well I thought they were looking at the views anyway !! One gentleman we gave a lift to (Neville) decided to take a look at the said view himself but could not find a tree. Strange, but there was an awful lot of water coming down the mountain that day.

Then there was the tunnel at the top of the mountain where you put your headlights on but nothing happened. I thought there was a camel coming towards us at one point, but it turned out to be the helmets of two cyclists. A camel in Ireland ? "It must have been the Murphys I drank earlier Vivian" I said, "or the fresh air".



Oh no Liam, I'm the new leprechaun.



"Yes Liam" says Mike "Balgooly was that way, but are you OK after directing traffic ?"
" Cough Please".



We all got there in the end!.



This is me with my "Worst naigator" Award.

Bill meanwhile is looking away thinking "God, please don't let this woman direct the Irish off the Ferry on October, they will all end up the Euro Tunnel".



Well what's this? Neville, please don't take a photo of that - it's only my new book "How to Map Read". I will do better next year, honest

Thank you all Swansea Club for making our first trip with you very special. We had fun, good food, good drink (hic!), but most of all good company both sides of the water.

Pat and Viv Guerrier.

This article was sent in by Mike Worthington- Williams, it was originally printed in the Riley Register Bulletin and was written by Jim Hennequin.

MOTORWAY MADNESS

(Or tales from the Department of Conology.)

I feel compelled to write to you about a matter of great importance to our country and to lovers of the wildlife of England.

Over the last few years your readers and especially those who are Riley motorists will have noticed the reduction in the numbers of the wild motorway cone. Ten years ago there were neat rows of motorway cones on the lanes of our highways causing traffic jams and frustration throughout the length and breadth of the land, but of late it has become clear, that these colourful creatures are slowly dying out.

Since a chair for the study of motorway wildlife was funded at Oxford, much new information about the life cycle and the breeding habits of both the urban and motorway cone has been discovered.

Most of us travel up and down the motorways without ever considering how those cones got there or where they go when they eventually die. Have you ever wondered, what they eat, why they love our motorways and why some have flashing hats on? The recent work done at Oxford reveals for us a fascinating story of intense sexual activity and intrigue to equal that of Eastenders in a week of falling viewing figures.

Careful study by dedicated scientists in the Department of Conology has shown that the motorway cone exists on a diet of carbon dioxide and monoxide. Unlike the trees who enjoy similar gaseous fare, the cone has developed a more intelligent approach to get more carbon dioxide. Groups of little creatures will drift towards any source of the gases and of course the vehicle exhausts on motorways provide gallons of the stuff. Groups of cones move out onto the motorway to form narrow lanes, thus to concentrate the vehicles and usually they force the cars and lorries to slow down. This behaviour has been perfected over many generations of cones to bring the whole process to a peak of perfection. Ten years ago hundreds of thousands of vehicles became jammed in a smoking haze of their own pollution whilst the motorway cone flourished and bred in great numbers. Indeed some of the road repair authorities became very well organised and set up observation posts on motorways to spot where the cone invasions were occurring. As soon as large numbers of cones were seen on the edge of the carriageways the local authorities brought in teams of workmen and equipment and proceeded to repair the roads behind the rows of ravenous cones. How many of us have not seen endless rows of cones but no roadworks? This only happened in counties where the local authorities were half asleep and missed the opportunity.

To further understand the sad recent decline in the fortunes of the cone, one must understand the breeding process and its attendant sexual behaviour. Cones are a kind of hermaphrodite. Each can impregnate any other cone it may meet and yet each can also be fertilized by any other cone.

Immature cones can be recognized by their red body, but as they reach sexual maturity a bright white coat grows round their upper body making them very much more conspicuous. As the white coat appears the cone becomes more bold in its behaviour. How often have we seen the young cones shyly standing amongst the cow parsley and the wheel trim fragments on the side of the hard shoulder. Eventually all move out to join the adult ranks on the edge of the first overtaking lane and then the final act in the journey to maturity begins. Most of us have driven past cones and noticed the odd cone standing forth from the others. Sadly some go too far and are crushed beneath the wheels of some Adelphi. The young adult cones prove their mascu/femininity by brave displays as they risk death in the conical line up, but the prize is the right to breed, the right to pass on their genes.

Having reached maturity and gorged themselves on the milk of human pollution the cones suddenly disappear from the motorway lanes in a matter of hours. Diligent observation by our scientists brought light to this, the most intimate part of the life cycle of the motorway cone. Within fenced compounds often near motorway services large flocks of cones gather to perform the act known as "stacking". First the oldest and most respected cone would climb onto the youngest mature cone and would slide down until full entry was achieved. There then followed a kind of tapering interlocking sexual frenzy until the compound was full of stacked cones each deeply into and out of each other. When all were satisfied the whole group would settle down until carbon dioxide starvation drove them to seek lanes anew, and of course in six months time we would start to see those immature red cones appearing in the vegetation by the hard shoulder.

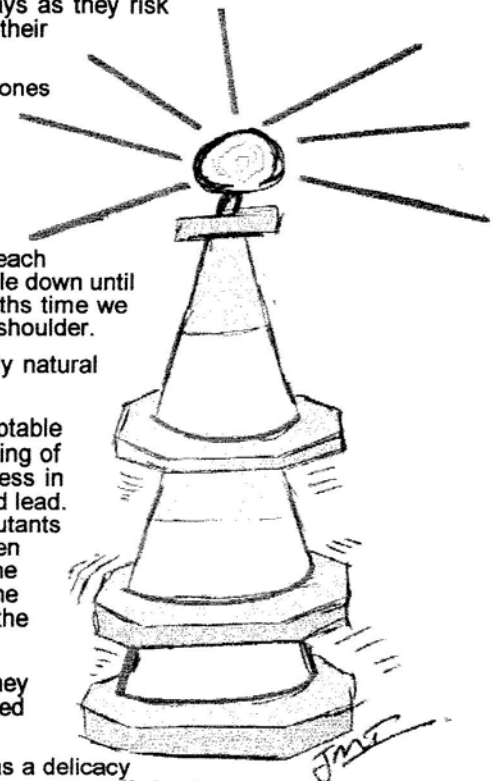
And so where is the cause of this serious decline? Who has robbed us of the only natural motorway inhabitant this century?

Well of course it was the greens. People intoxicated with the idea, that the only acceptable world was one where all was clean, bright and healthy. Endless, thoughtless petitioning of Parliament has brought us the curse of unleaded petrol. A noxious fuel, quite useless in proper Rileys built before the war and giving out inadequate amounts of pollutants and lead. The cone population has been starved of its life giving pollutants for so long that mutants have occurred and the stacking has become haphazard and ineffective. Cones are seen in teenagers bedrooms, in supermarket trolleys, and in all the wrong places. The weakening of their genes through inadequate stacking has deprived so many of the instinct to migrate to motorways. So often now the young stay in the grass beside the first lane, too timid to venture out.

Those who think only of a cleaner earth, give not a thought to the humble cone. Do they know what their selfish pollution-free ideas are doing to one of our most valued creatures, to say nothing of the effect on Riley exhaust valves?

For years our Greek takeaway shops have sold the flesh of the wild motorway cone as a delicacy without equal. As the tapered roasting meat rotated before us did we ever consider the cone snuffed out in the middle lane of its young life?

Probably the greatest disservice of the Green Movement will be to condemn all of us to the bland taste of farmed cone or kebab as it is known, as the rich flavour of wild cone.....becomes just a memory.

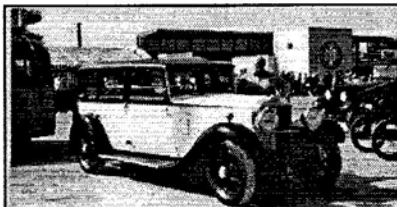


MONTLH'ERY MAGNIFIQUE

OR

"WHY I MISSED SINGLETON"

The Month'ery Racing Circuit south of Brooklands, this year had it's 75th style celebrations, the opportunity Friday before Singleton saw us on the t that time in the morning driving the the "All Comers Scratch Race" at



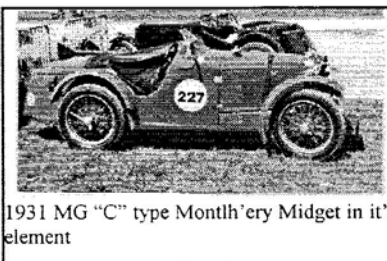
Kevin Price in the Month'ery pits with the 1930 Rolls-Royce 20/25 by Park Ward which covered the 700 mile round trip without missing a beat.

of Paris, the French equivalent of birthday. When a friend in Essex Rolls- Royce 20/25 to join in the prewar seemed to good to miss. 5am. on the road from Chelsford to Dover and even A12/M25/M20 can be as competitive as Silverstone!.

Cars accumulated on the quay including a strong Bentley contingent, a superb 22/90 Alfa-Romeo, Alvises, Lagondas etc etc and the motoring historian Tim Nickolson in his Riley 9 Monaco. We all enjoyed an efficient crossing on a new Sea France ferry. The weather became hot and the journey south mainly on the N1 was rather tiring driving into the sun. But this was nothing compared with Friday evening congestion on the recommended route around the east of Paris. At Beauvais we passed a memorial to the R101 Airship disaster something I have never seen before. French sign-posting seems to have become very much more confusing than it was 37 years ago on my first trip to France in a 1933 Morris Cowley 2 seater + dickey.

A good meal, some good wine and a good nights sleep refreshed us for the drive to Monthl'ery where a wide range of interesting cars, motorcycles and a few commercials, from veterans onwards, were assembling. The organisers went out of their way to make us welcome with coffee and crossants in abundance. Cars and motorcycles were grouped in like types for so called demonstration runs, and touring cars were allowed to take passengers if they too wore crash helmets. Some peoples idea of demonstration was rather more exuberant than others!. Over half of the 700 interesting vehicles there had travelled from Britain and amongst them were some real gems. There were two 1927 Delage 1½ litre twin cam straight eight racing cars!. Also French registered Type 35, 37, & 51 Grand Prix Bugattis with a nice patina, touched up here and there with almost matching paint, but sounding and going wonderfully. These were reminiscent of the V.S.C.C. Events of 40 or more years ago before such cars became so clinically perfect as to make one suspect their providence. Some of the touring Bugattis on Type 38, 40, 44, 49, 50 & 57 chassis had been the subject of a superb standard of restoration retaining as much originality as possible. Nor had I seen before five Hispano-Suiza H6s nestling together or seven Lorraine-Dietrichs one of which appeared to be a genuine Le Mans car that diced with Bentleys in the "Roaring Twenties" and actually won in 1925 & 1926.

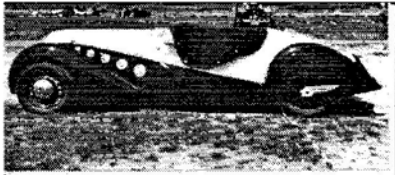
There were vast numbers of M Gs of all types, Morgans aplenty including the French built Darmont & Sandford derivatives and examples of most popular European cars built. French rarities include Ballot, BNC, Georges Irat, Lambert, Rally & Tracta. Then there were the bikes of every make and size, but Indian, Brough Superior, Scott and Manx Norton were the models making particularly exhilarating noises. One particular memory will be retired V.S.C.C. Secretary David Franklin with a 1932 BSA 500cc sloper combination and launch style sidecar and professional passenger doing all sorts of antics to aid cornering. Improbables included two French built, although English registered B'ed'elia belt driven cycle cars the front of the two tandem seats. Even more propelled Leyat car well documented by Vice Automobile" June 1999. To the uninitiated this described as a light aeroplane that had lost its wings steering !. The story goes that in the early 1920ies about half a dozen of these for publicity purposes, art of using the gyroscopic action of the caged lift first the left hand rear wheel, and then the right hand wheel and apparently waltz down the Champs Elys'ees !. The Elyat at Monthl'ery had the patina of age and was an original example, but never the less gave demonstration laps complete with tandem passenger aboard.



1931 MG "C" type Montlh'ery Midget in it's element

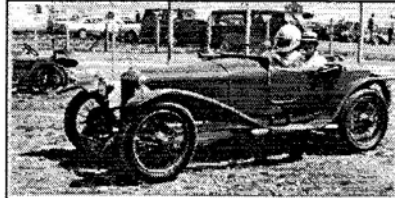
which places the passenger in improbable was a screw-President Mike W-W in "The fearsome machine could best be but had the benefit of rear wheel a Parisian cosmetics firm used and the drivers developed the propellers to get the machine to

We expected Sunday to be much busier than Saturday and although the prewar car park was better filled, some of the demonstration cars were being prepared for the journey home so events began to thin from early afternoon. This did give us chance to enjoy the offerings of the jazz band accompanied by impromptu female vocalists while we indulged in a beer and delicious well filled baguettes in the marquee. Even their fast food is so much better than ours !. Throughout both Saturday and Sunday there was an excellent commentary in both French and English telling of the which had been Month'ery. "You thank for all this member of the loved ancient he would lose redeveloped" One banked sections had been improved and fences renewed recently, and I gather the French motor industry again use this for high speed testing. Month'ery future seems secure and it is planned to hold further historic events there.



Peugeot Darl'Mat of which some 200 were built 1936-39. They were capable of 91 mph with a 2.1 litre engine & were a flagship for the Marque's image at that time.

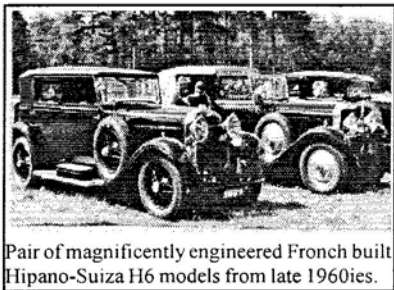
heroes part of the have quoted a V.S.C.C., motor votes if could see



Ballot 2Litre Twin Cam built in Paris circa 1922 about to start a demonstration run. Note - Four wheel brakes, then !

and eccentrics prewar scene at Mitterand to prominent not because h cars but because the site was where the

In the bad luck category was Geoff Moore from Hay on Wye who ended up with a hole in the crankcase of his Essex Terraplane tourer when the camshaft broke and did much damage to No. 5. cylinder. Unfortunately, it would prove an expensive journey home as he had not taken out rescue insurance - there must be a moral here. On "Singleton off around the past the famous proved a much we had coming. beyond Paris which had weekend. We describe as the most pleasant run I have ever had back to Calais over the rolling plains of northern France.



Pair of magnificently engineered French built Hispano-Suiza H6 models from late 1960ies.

Park" western Palace of better Traffic with the persisted had what



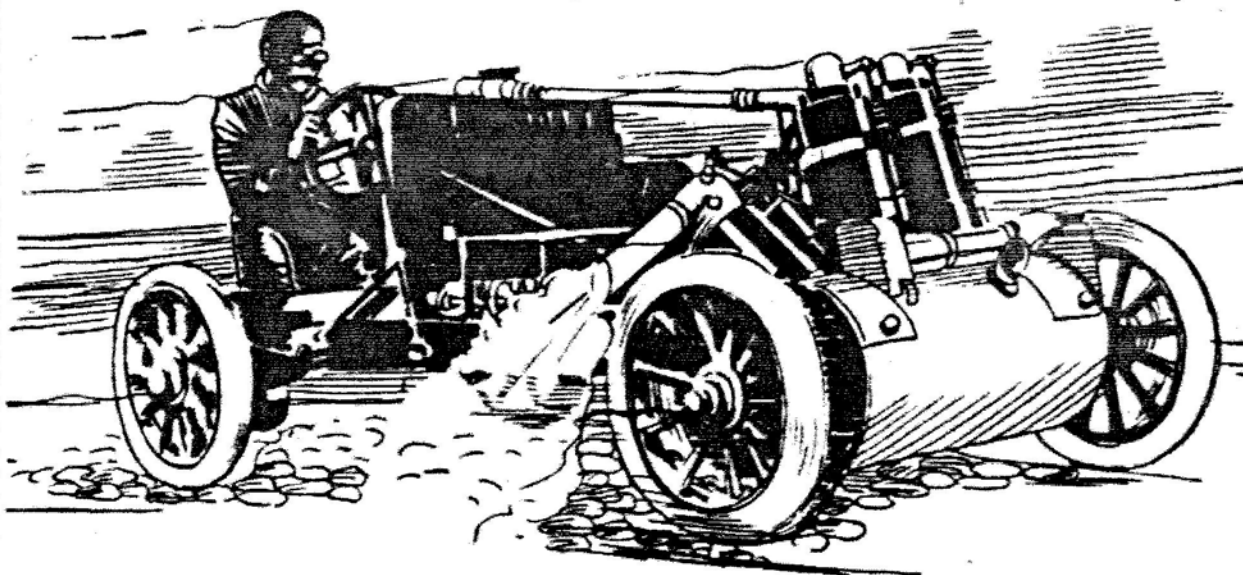
B'ed'elia Cyclecar c.1920 negotiating a chicane with Month'ery's famous concrete banking behind.

Monday we set outskirts of Paris Versailles which route back than was quiet sun behind us the whole I can only

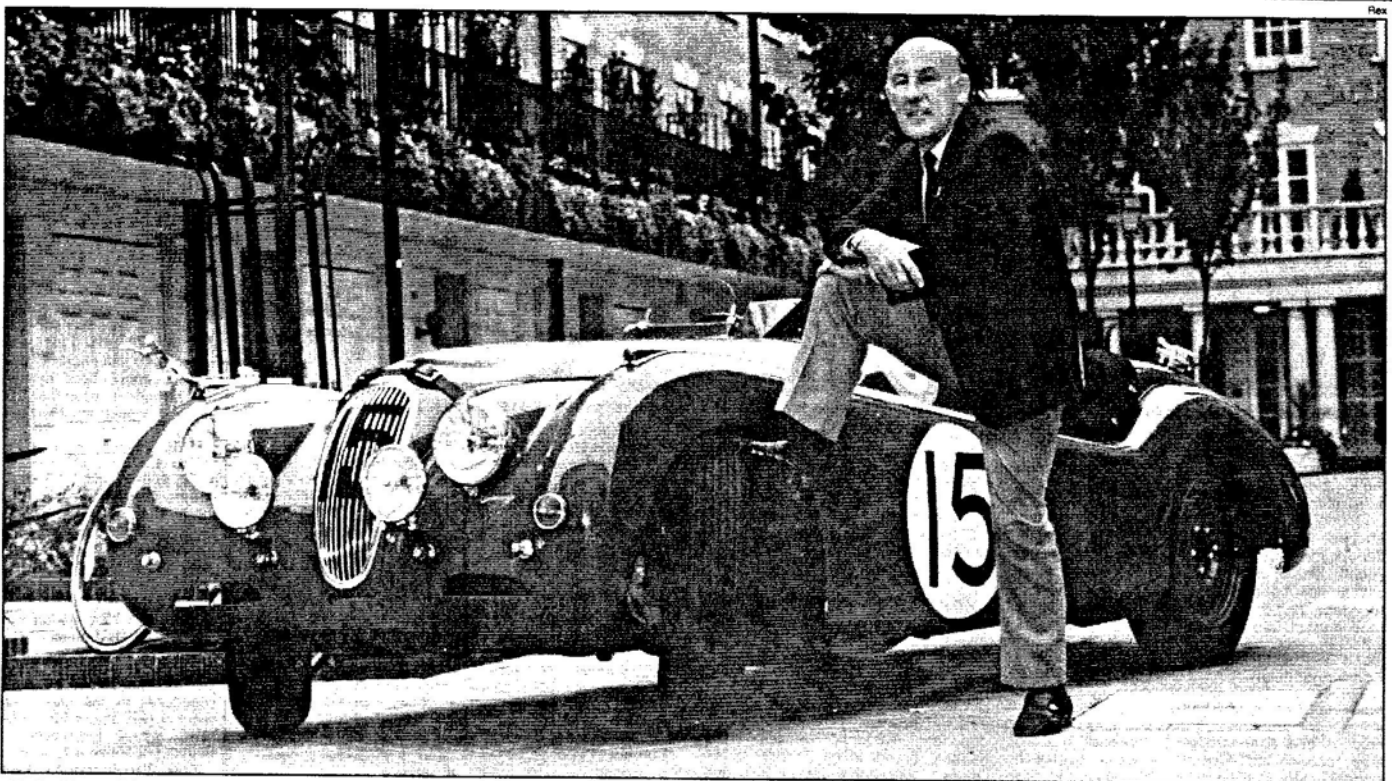
At Boulogne we had sufficient time in hand to take the coast road past such celebrated sites as the original Channel Tunnel entrance, Bleriot's landing place and numerous war museums. We arrived back at Chelmsford with some 700 miles on the clock and the 69 year old 20/25 had performed excellently without missing a beat.

KELVIN PRICE.

DO YOU KNOW?—I



—That a front-wheel-drive car was made by Walter Christie of New York as long ago as 1905? The engine, after achieving much success, finally "blew-up."



Under threat: Stirling Moss, who owns three classic cars, regards the old models as part of the national heritage and considers the Brussels proposals 'absolutely appalling'

Vintage cars face scrapheap under new EU motor laws

BRITAIN'S classic car lovers could be forced to scrap thousands of their most cherished historic vehicles under European legislation originally designed to deal with the problem of abandoned cars.

The draconian rules, drawn up because of the 600,000 vehicles abandoned throughout the European Union each year, have already been approved by the European parliament and

could be in place by the end of the year.

Britain is the world's most important classic car market and is home to more than 300,000 such vehicles. Under the legislation, local authorities would acquire sweeping powers to redefine disused vehicles as waste, meaning they could be removed — even from private property — and sent to recycling centres. It also allows

by Stephen Bevan Transport Correspondent

for strict controls on the storage and treatment of vehicles that are no longer roadworthy, even if they are vintage vehicles awaiting restoration. Again, environmental health inspectors would be empowered to remove such vehicles from private property.

Members of the European parliament realised that the law could affect historic cars, many of which are kept off-road by private owners, or which are stored as broken-down parts. They tabled an amendment to exempt them, but it was removed, apparently at the insistence of the German green parties.

British motoring organisations say the legislation, which the government will be under pressure to implement, could threaten up to 50,000

cars. Edmund King, executive director of the RAC's research arm, said: "Our fear is that inspectors could descend on people's homes, take away an old car they are lovingly restoring and turn it into a lump of scrap metal."

Vintage cars in roadworthy condition or any kept in formal collections, such as that of Lord Montague of Beaulieu, founder of the National Motor Museum in Hampshire, would not be under threat — but the majority of vintage cars are in the hands of private individuals. They include many people from the music world, such as Nick Mason, Pink Floyd's drummer, Chris Rea and Jay Kay, singer with Jamiroquai.

Last week Kay, who owns a 1964 Aston Martin DB5, a 1973 BMW 3.0 CSL Batmobile

and 11 other vehicles, said he was shocked. Stirling Moss, the motor racing legend who also collects historic cars, said: "There's a lot of junk around, but some of these cars are irreplaceable. They are part of our cultural heritage." Jackie Marriott, organiser of today's London to Brighton classic car rally, said the legislation threatened the future of the event.

Caroline Jackson, Tory MEP for Wiltshire North and Bath, who supported the amendment, said: "The European commission seems to be dancing to the greens' tune."

The battle to save the cars is, however, not over yet. The RAC and the UK Motor Sports Association have asked Michael Meacher, the environment minister, to put pressure on his European colleagues.

Peter Jørgensen, a spokesman for Ritt Bjerregaard, the environment commissioner,

said: "This is typical of the anti-Brussels stories that are always appearing in Britain."

A car marketed to families with young children has a worse record in crash safety tests than any other vehicle tested, say US researchers. The Pontiac Trans Sport, the American version of the Vauxhall Sintra, was rated as poor during tests by the Insurance Institute for Highway Safety.

About 43,000 Sintras have been sold in Europe since 1997. Vauxhall says the Sintra has been withdrawn from sale in Europe, but it is promoted on the company's Internet site without any warning about its test performances. A Vauxhall spokesman said: "The Pontiac Trans Sport and the Sintra fulfilled the legal requirements." *Additional reporting: York Membership*

steve.bevan@sunday-times.co.uk

This article was spotted in the Sunday Times. It makes you wonder what will our EEC bureaucrats come up with next, "The old car movement" is responsible indirectly for adding probably billions to the economy worldwide and also employs millions of people, do we really vote these people in to increase unemployment, deny us the pleasure of a hobby and turn away revenue??

Any comments? Ed.



"I must say they seem very friendly!"

Sad News

Richard, son of Derrick Davies organiser of the Orllwyn Teifi Show, lost his battle against cancer last week. Our thoughts are with his family at this very sad time.

This advert for the Royal Queens Hotel from the 1920's was sent in by Ron Bray.



We have been pleasing and displeasing the public ever since we started in business.

We have also been cussed and dis-cussed, robbed, lied to, held up, hung-up and knocked up.

The only reason we are staying in business is to see what the hell will happen next.

Life is just one dammed thing after another.

Rothschild can write a few words on paper and make it worth £1,000,000.

THAT'S CAPITAL

A navy can move a few tons of earth per day and earn a pound.

THAT'S LABOUR

Some few tradesmen do not study their customers.

THAT'S A MISTAKE

A man can run a business for a time and not advertise.

THAT'S FOOLISHNESS

Solomon had six hundred wives and slept with his father.

THAT'S WISDOM

We will be pleased to see old and new customers and have the pleasure of supplying them with the very best of Wines, Spirits and Beers.

THAT'S BUSINESS

"ROYAL QUEEN'S" HOTEL

SKEWEN

Tel. 2195

QUALITY
QUICK SERVICE

CIVILITY
CLEANLINESS



D. GLENVILLE JONES
ROYAL QUEEN'S HOTEL, SKEWEN

Dear Mike,

I must protest about your criticism of the Moskvich, pictured in the May newsletter. I purchased a new Moskvich van in 1971 (which makes it historic, doesn't it), as it was the cheapest vehicle on four wheels. I understand that they were very successful in competition - in their class, which seemed to be based on retail price. The Fiat 500 didn't get a look in, although it cost more. Performance was sufficient for my needs. For example, from a standing start from Morriston traffic lights it could reach 60mph before passing the (now) site of the DVLA. Remember this was almost 30 years ago, and I was pulling a 12' caravan. At that point I was passed by a police car who showed his contempt by changing gear as he accelerated past me. Now let's see, exceeding 30mph in a built up area, or, exceeding 40mph in a goods vehicle, or, exceeding 40mph while towing a trailer? was I pleased to see him go!

I can't say I noticed anything untoward about the handling, but "minimal" is not the right word to describe the brakes. They were extremely powerful, and you could easily identify a new Moskvich owner by the way he approached the traffic lights in a series of short skids. Cadence braking, they call it. Things rapidly got worse as running in progressed. The challenge became guessing which brake, if any, was or wasn't going to work. Gentle pedal pressure could produce impressive straight line stopping forces, or pull you towards the pavement, or into the oncoming traffic. Great for developing character, and improving sales at Marks and Sparks. It was all down to the type of automatic brake adjusters, which seemed to adjust themselves off, and then prevented normal hydraulic compensation until the pressure was really on, by which time it was too late. But after learning on the Austin 7 (the first car with ABS) and an Austin 10 Litchfield (which gives you one good stop, then connects the nearside brakes to the steering wheel) one can live with anything.

My biggest worry was ignition timing. I think the engine, a huge aluminium lump, was intended to run on 5 star, which had just been phased out. If the timing was set by the book, the engine went like stink, but pinked even at high speed. A couple of degrees of retard stopped the pinking, but the engine became as flat as a pancake. One learns to live with pinking.

My biggest criticism was that the dealers, who were usually the smaller traders, not having the facilities to provide the support a new car owner should be entitled to. Eventually I traded it for an old Zephyr 6 Mk3, which I assumed would be a better tow-car. I was disappointed! There was also some doubt as to whether the manufacturers knew who they were. In one hand book they called themselves Moskvich and in another, Moskvitch.

Please advise your readers that I can keep boring them for months, so they had better stop me writing a few lines themselves. So there!

Yours etc.

John Williams.

Racing Legends

Jackie Stewart by Ray Legate

John Young Stewart, more popularly known as Jackie, was born on 11th June 1939, the son of a garage owner who had been an amateur racing motorcyclist. Jackie's brother, Jimmy, chose to race saloon cars and worked for the Ecurie Ecosse Jaguar team and the works Aston Martin team until he had a serious crash at Le Mans in 1954, which ended what had promised to be a successful career in motor racing.

It was Jackie's mother, however, who inspired him to take up racing as she always drove high performance cars such as the 2.5 litre Riley and Jaguar XK120 models and had a reputation as "the lady in the fast car".

On leaving Dumbarton Academy at the age of fifteen, Jackie joined the family garage business, but undeterred by his older brother's racing accident and against parental advice, he entered his first motor race driving a Porsche at Oulton Park in 1960.

Having acquired a taste for the sport, Jackie Stewart was fortunate to have the opportunity to race-test a number of cars owned by Barry Filer, an enthusiast who regularly had cars race prepared by Stewarts' garage, including a Marcos GT, Aston Martin DB4GT, AC Ace-Bristol and an E-Type Jaguar demonstration model from the family garage.

Jackie's first race in England was at the Rufforth airfield in Yorkshire on Easter Saturday 1963. Having won both races of the day driving a Jaguar, he was invited by Ecurie Ecosse to drive a Tojeiro EE Mk2 at Charterhall, the only circuit in Scotland at that time. His win at that event led to other offers and by the end of the year he had been successful with Cooper at Goodwood and the Jaguar 3.8 at Oulton Park where he was a member of the winning team in the Five-Hour Relay Race.

In 1964 Stewart joined Ecurie Ecosse to drive a Cooper and in Tojeiro in sports car races, and signed with Charles Bridges to race saloon car events with a Ford Lotus Cortina. A short spell with Ken Tyrrell's team driving a Cooper in Formula Three followed, and then he was invited to race a Lotus Elan for Ian Walker, a Jaguar E-Type for John Coombs and by June that year he had become reserve driver for the Ferrari team at Le Mans.

Colin Chapman was so impressed with what he had seen and heard about the young Scot's ability that he invited Stewart to join Lotus as a Formula One team driver. In the event, Stewart, although he also impressed Jim Clark - the World Champion - decided to race for Lotus in Formula Two where he would gain more experience. It was not long, however, before he felt ready and able to venture into Formula One.

By 1965 Jackie Stewart had signed with BRM to race alongside Graham Hill, but his first Formula One race was in December 1964 driving Jim Clark's Lotus.

Gradually during 1965 and 1966, Stewart made his mark on the Formula One scene racing at all the major circuits and winning the Daily Express Trophy Race at Silverstone and the Italian Grand Prix at Monza after a close battle with Graham Hill in a similar BRM, plus numerous placings throughout both seasons. Unfortunately a serious accident in the Belgian Grand Prix driving his BRM P261 put him out of action, but only for a couple of months.

Although Jackie Stewart raced in numerous sports and saloon car events including some success in Formula Two for Ken Tyrrell, 1967 was a pretty disastrous year for him, particularly as the BRMs were now outclassed and could not secure a win in Formula One races. Not surprisingly he left BRM and having declined an offer to join Ferrari in 1968 he signed with Ken Tyrrell who was now running a Formula One team.

Jackie's car for the 1968 season was a Ford DFV engined Matra known as the MS10 which he drove successfully winning the Dutch, German and United States Grand Prix. Another accident in Formula Two, however, put him out of contention for World Champion status that year, the honour going to Graham Hill.

Perseverance paid off for Jackie Stewart in 1969 when he won the World Championship driving a Matra Ford engined MS80 in all but the first race. Chrysler's takeover of Mantra in 1970 resulted in the end of Ford engines for the cars, but in August Tyrrell unveiled his own 001-Ford Formula One car and in 1971 following wins in the Spanish, Monaco, French, British, German and Canadian Grand Prix, Jackie Stewart became World Champion for the second time. All his wins had been in the Tyrrell 003-Ford, a development of the original 001 car.

For the 1972 season, although he won the French, Canadian and US Grand Prix, illness prevented Jackie from taking the World title and also forced him to cancel a drive for the works McLaren team in the Can-Am series, but he did race a Ford Capri RS2600 in the Paul Ricard 6-hour touring car race where he finished in second place. Jackie Stewart was also awarded the Order of the British Empire in 1972.

In April 1973 Jackie Stewart decided to retire, but only after he had completed that season's racing. Deservedly, having secured wins in South Africa, Belgium, Monaco, Holland, Germany and Austria, he became World Champion for the third time, but his victory was tinged with sadness as his good friend Francois Cevert had been killed in a race practice



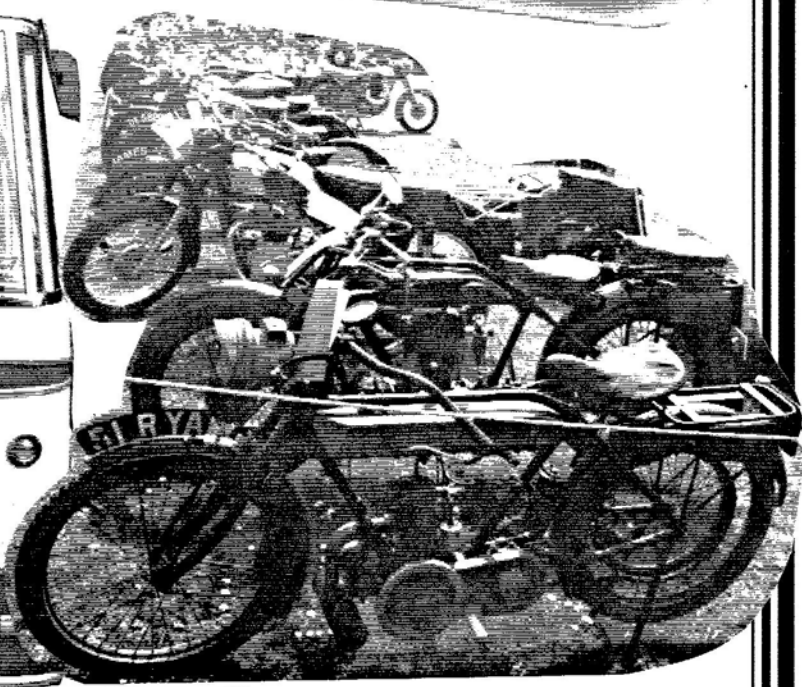
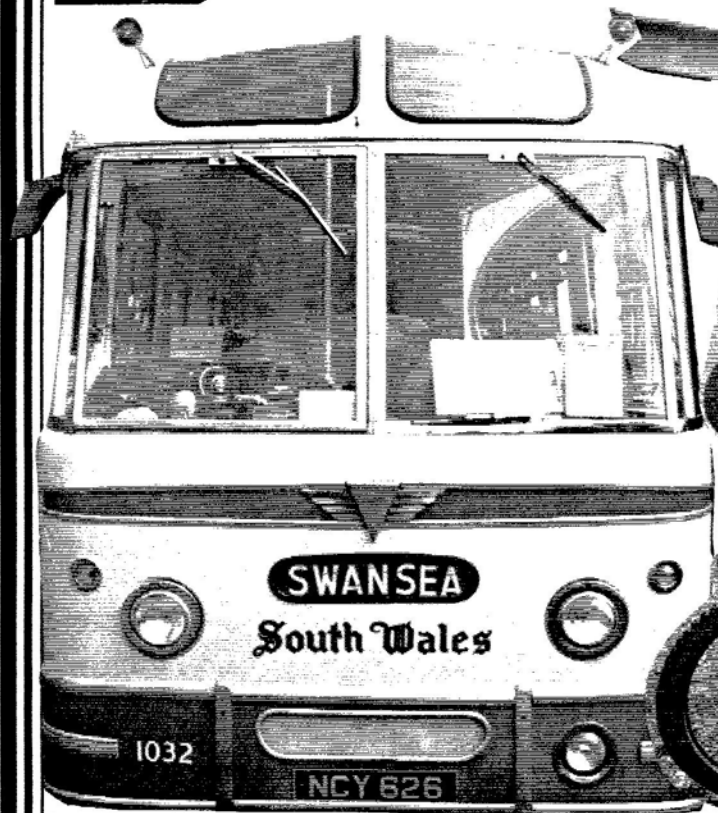
practice for the US Grand Prix. As a mark of respect, Jackie had withdrawn from this last race which coincidentally would have been his 100th Grand Prix.

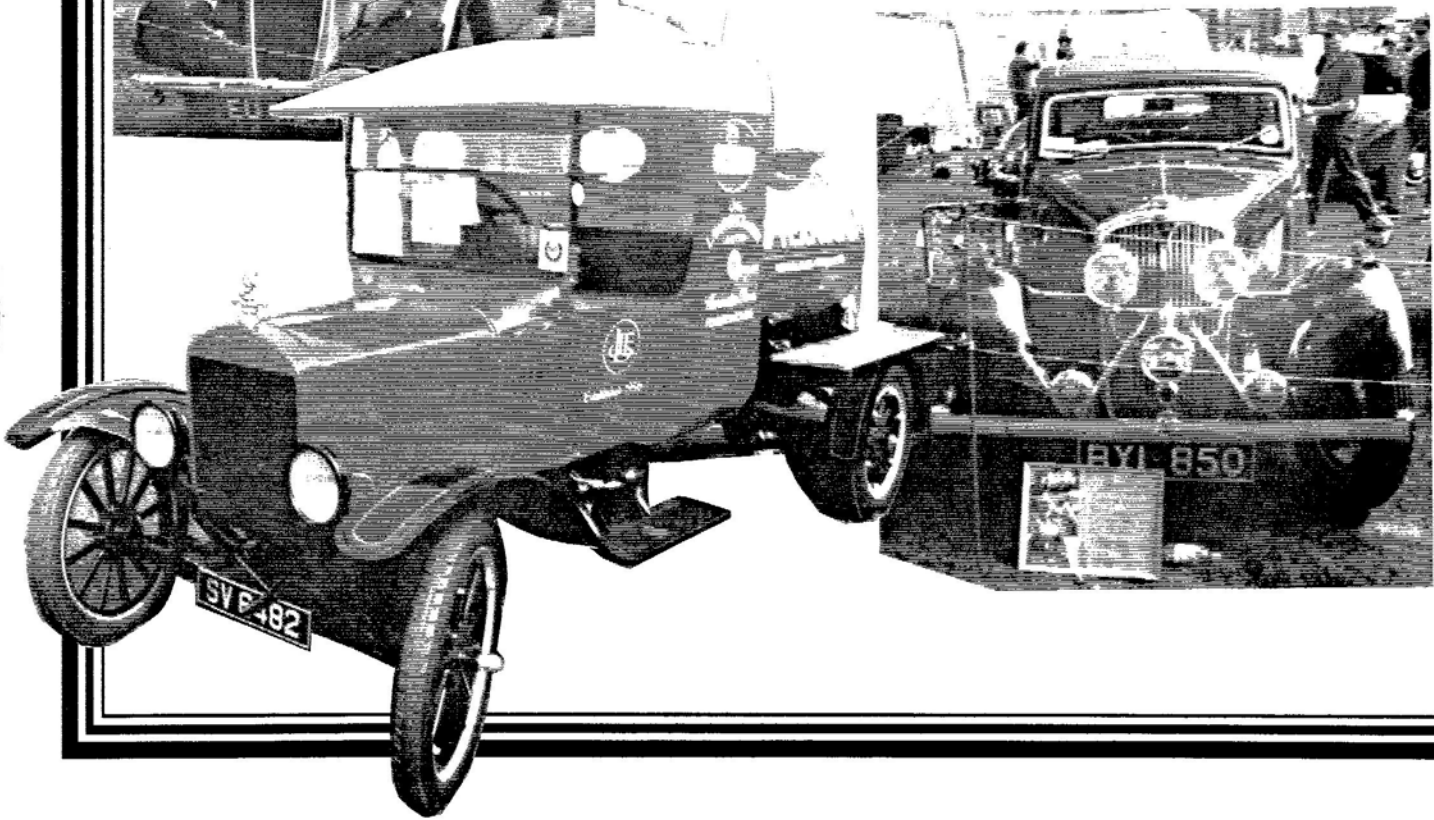
The Stewart family had already taken up residence in Switzerland, and now following Jackie's retirement he was able to get more involved in promotional work, commentating on television and radio, coaching new drivers in the Tyrrell team and of course championing the move to greater safety on the race tracks of the world. More recently he and his own son launched their own Formula One racing team, their cars powered by Ford engines, and only this month it was announced that Ford had bought Stewart Racing for a six figure sum.

Jackie Stewart is to be congratulated for the tremendous amount of work he has done to improve safety on all motor race circuits and the public roads. He has also devised highway safety programmes to be taught in schools, and was actively involved with the introduction of seat belt legislation.



Memories of Singleton '99.





SHVR Events Diary

June

Sat 26th	Chelsea Cruise	John Moody
Sat 26th	Pontardulais Carnival	
Sat 26th	VSCC Race Day - Pembrey	
Sun 27th	SHVR CASTLES RUN	Mike Palmer 01792 203638
Wed 30th	EVENING RUN	Chris Broughton 01269 870293

July

2nd-4th	Mallow	Hywel 01792 773801
Sun 4th	N&DVVC Swansea Valley Agricultural Show	
Mon 5th	Jaguar Factory Visit	Chris Broughton 01269 870293
Sat 10th	Carnival - Plough & Harrow	Dave Exon 01792 846108
Sat 17th	Pennard Carnival	Andrew Fisher 01792 232037
Mon 19th	CLUB NIGHT - BARBECUE	
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	Bacons Run	Robin Jones 01792 419780
Wed 29th	EVENING RUN	Chris Broughton 01269 870293

CASTLES RUN - Sunday 27th June

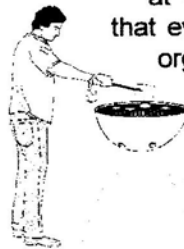
This is your last chance to get your entries in for this years Castles Run. There are very few places left now so any one who wants to come along should contact Mike Palmer on 01792 203638 or Ray Kethburn-Thomas on 01792 205129 as soon as possible.

The run will take us towards Carmarthen and Cardigan, with a lunch stop at Llys-Y-Fran Reservoir and Country Park, the afternoons run will then skirt Pembroke and finish in the Tenby area. The aim of the run is to pass as many castles and historic monuments as we possibly can.

The entry fee of only £10 includes a Monte Carlo style Rally Plate, brass plaque and lunch for two at Llys-Y-Fran. Additional meals are available at a cost of £4 per person.

SHVR BBQ - Monday 19th June

As a special thank you to all those members who worked so hard to organise this years Vintage Car Fair at Singleton Park, and those who made sure that every thing ran smoothly on the day, we are organising a Barbecue on club night, Monday 19th July, at Murton Rovers.



The Vintage Car Fair was a resounding success this year and we all deserve a chance to celebrate our achievement. I'll look forward to seeing you all there.
Ed.

VSCC Race Day - Saturday 26th June

Johnny Thomas as asked us to supply Marshals for the VSCC Race Day at Pembrey. Anyone who would like to volunteer their services can contact Johnny on 01267 290215 or Mike Palmer on 01792 203638.

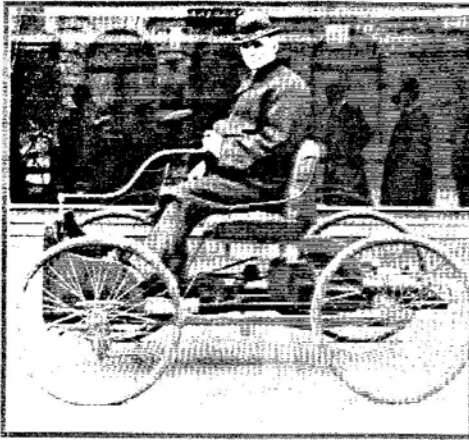
If you don't like the idea of Marshalling, come along as a spectator, for what promises to be a very exciting days racing.

Carnival Co-ordinator

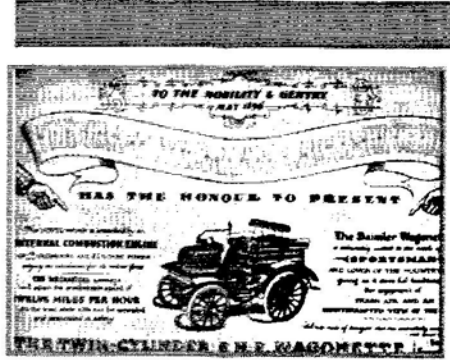
Carnival season is upon us and invitations to attend are pouring in. We are looking for a volunteer to co-ordinate entries for us. It won't take up to much time, as the season is fairly short, July- August, and the numbers involved are relatively small. If you can spare a few hours and would like the chance to become more involved with club organisation, give me a ring on 01792 203638.

Mike P.

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



THE MASTER: Henry Ford aboard the 1896 Quadricycle.



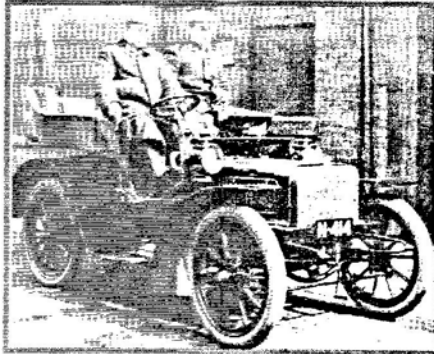
CAR ADVERT: Would you have been tempted to buy the great horseless carriage?



RESTORER'S DREAM: The very first car to be manufactured in Coventry in 1896 was restored to its former glory in the 1930s by T M Freeman, a Coventry cafe proprietor. Mr Freeman returned the 7 hp twin engine vehicle to the road after it had lain for 26 years at the rear of a Warwickshire smithy.



TAKE HEED: The motor car brought its own problems.



BEGINNING OF A LEGEND: Royce's first 10 hp car seen outside the original factory in Manchester.

People's car with a cult following

THE Volkswagen Beetle — the "people's car" — was designed by the German Ferdinand Porsche in the early 1930s and backed by Adolf Hitler.

It soon became the most successful mass-production car in Europe with VW eventually becoming the first manufacturer to produce one million cars in a year.

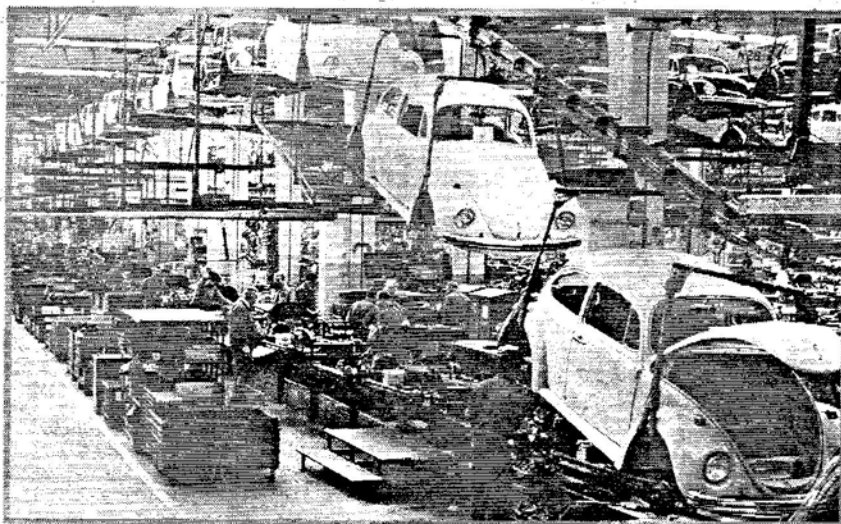
As early as 1932 Porsche had prescribed the fundamental formula for the Beetle.

He was determined that his car should be designed as a small one and not be a scaled-down version of a big one.

He mounted the engine above the rear driving wheels to give better traction and adopted independent rear suspension to suit this layout.

To save some of the space that would be taken up by either coil or leaf spring, he perfected torsion bar springing. The engine was air-cooled to avoid the risk of freezing and to save weight and cut down the cost.

All Porsche needed was the



BEETLING ON: The overhead chain conveyor belt at the Volkswagen factory in Wolfsburg, West Germany, where 6,500 cars a day were produced.

means to build his car — Hitler provided that.

To begin with, Hitler expected the established German car makers to collaborate in building the new model but they resisted.

In 1938 the Nazis built the complete Volkswagen factory and a town around it to house the labour force.

It was intended to produce the Volkswagen as cheaply as pos-

sible and in large numbers but, owing to the war it was not produced commercially until 1948. By 1954, Volkswagens accounted for about half the German car production.

How glass became safe

THE potential danger of glass was recognised from the moment that cars first had windscreens. Safety glass, first manufactured in 1909 in France by the original Triplex company, consisted of two sheets of ordinary glass sandwiching a sheet of celluloid.

Although there was less risk of the glass being penetrated, it broke into sharp splinters when struck. Another drawback was that the celluloid yellowed after exposure to the sun.

In the early 1930s toughened glass was introduced. Up to six times stronger than ordinary glass, it would, when broken, craze into hundreds of blunt-edged fragments. The chances of being cut were reduced, but visibility was lost completely until a hole was punched in the windscreen.

By the 1950s curved glass had come into being which, in conjunction with thinner roof pillars that stiffer steel sections were making possible, dramatically improved visibility.

Used in side windows, curved glass provided appreciably more shoulder room.

BEARS ON PATROL.

On Sunday 13th June, WPC Edwina Furrypaws and myself were assigned to traffic control duties relating to Preseli Old Vehicle Enthusiasts Teddy Bears Picnic. We went out on duty in our 1970 Wolseley patrol car, which is equipped with all the very latest gadgets including blue lights and bell.

Unfortunately, the day got off to a poor start when we had to make an early arrest. A vicious young cub by the name of Timbo the Terrible had been caught red pawed earlier in the morning, stealing pots of honey from Pooh Bear. He was placed in the back of the car to be charged back at the station.

Classic and modern cars plus ponies and traps assembled at Midway Motors, Crymych in time for a 12 noon start. Tea and coffee were provided and souvenirs of the day were on sale. One of our human counterparts put in an appearance with his modern patrol car but we could not persuade him to take over custody of our prisoner. Once he had established that we had things under control, he left us to it.

There were hundreds of bears in the vehicles, some toy bears and others humans dressed up. Rebecca Moody was dressed as a bridal bear with a friend as bridesmaid and was driven by her mother in the newly acquired Morris Oxford. Both were to win prizes for their efforts later in the day.

We were just about to lead off the procession when a plume of dust was spotted on the horizon ! There was something black raising the dust, that's got to be Mike Palmer we were informed. Sure enough it was the Jag with Mike and Christine aboard together with two huge Teddies, one of which was laying flat on its stomach and Mike claimed that he had inadvertently run it over while rushing because he was late. I think he was joking....? Allowing just enough time for the flattened animal to be attached to the Jag we were off on the procession with the sound of the "Teddy Bears Picnic" playing over our PA system.

We travelled slowly through the villages of Crymych and Blaenffos making a collection as we went. The charity to benefit was again Ty Hafan, as adopted by Preseli Old Vehicle Enthusiasts as their main, but not only, cause for this year.

On arrival in the grounds of Pant-y-deri Guest House (P.O.V.E.'s clubhouse) the cars and traps were parked around the perimeter of the field, leaving room in the centre for the afternoons fun and games. There were various stalls and side-shows on site together with the now familiar Police bus, model aircraft filled the skies and an entertainer amused the children (and some adults) with balloons and puppets.



Our 1970 Wolseley Patrol Car with PC 49 Bruin Bear aboard.



Bride bear Rebecca collecting her prize from the Mayor

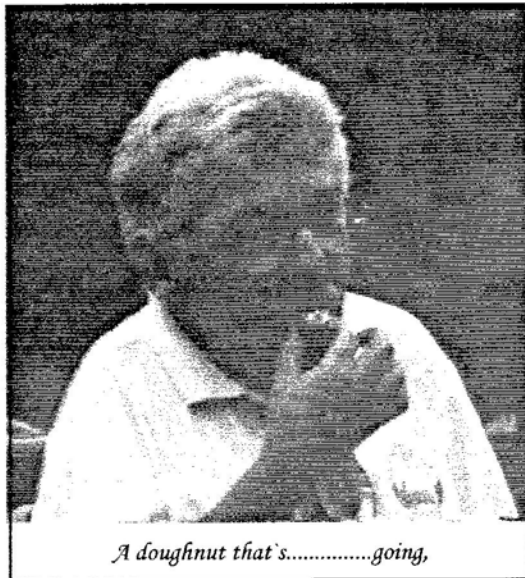
During the course of the afternoon we had a missing person, no sorry, animal, report. One of the ferrets in attendance for racing purposes had made a bid for freedom. Some swift action on our part soon saw the escapee back in custody but alas not in time to save some of the balls related to the "chocolate bear hunt", two of them were seriously assaulted, each loosing their stickers which enabled them to be exchanged for a choccy treat.

There was sack racing for the kids, and other competitions all judged by the afore mentioned Mike, and the Mayor of Cardigan. Can you eat a doughnut without licking your lips? All participants managed this task, much to the organisers surprise although a voice did enquire if licking someone else's was an infringement of the rules..... I mention no names.

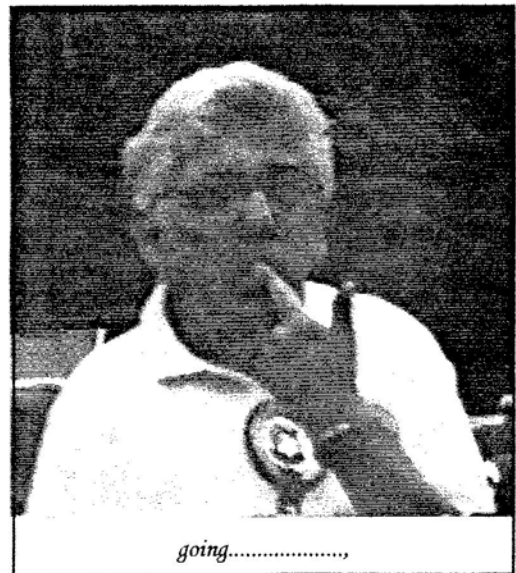
The weather was almost as kind as it was at Singleton and it seems that good fun was had by all. At the end of the day the raffle was drawn with many prizes including a very large Teddy kindly donated by S.H.V.R. By pure chance this was won by Heather Lloyd, a just reward for all her hard work. Well done to all!!

When the crowds had left and the clearing away was done, we had one last duty for the day, supervise the counting of the days takings. Then it was back to the patrol car and deliver our prisoner to the cells.

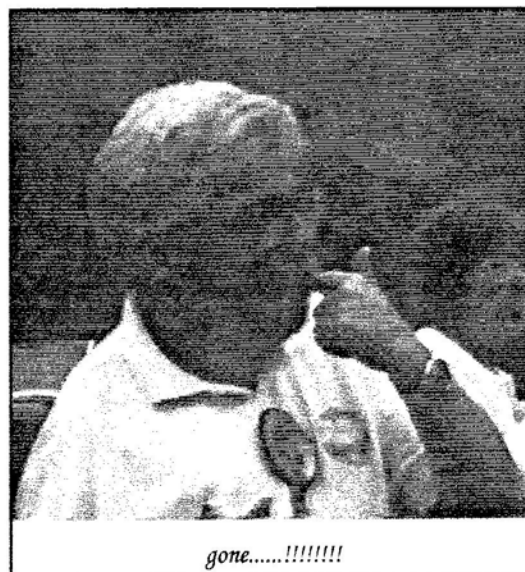
From the note book of PC 49 Bruin Bear.
(a.k.a. John Moody.)



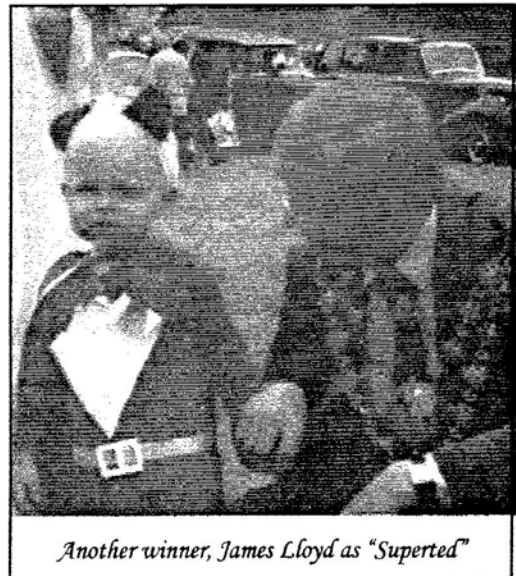
A doughnut that's.....going,



going.....,



gone.....!!!!!!!



Another winner, James Lloyd as "Superted"

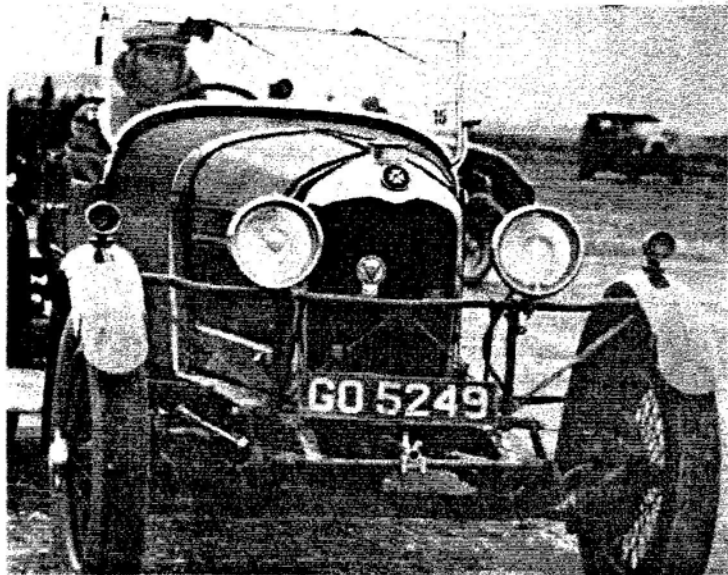
V.S.C.C. SILVERSTONE DRIVING TESTS DECEMBER 7, 1963

Photographs by the Montagu Motor Museum.

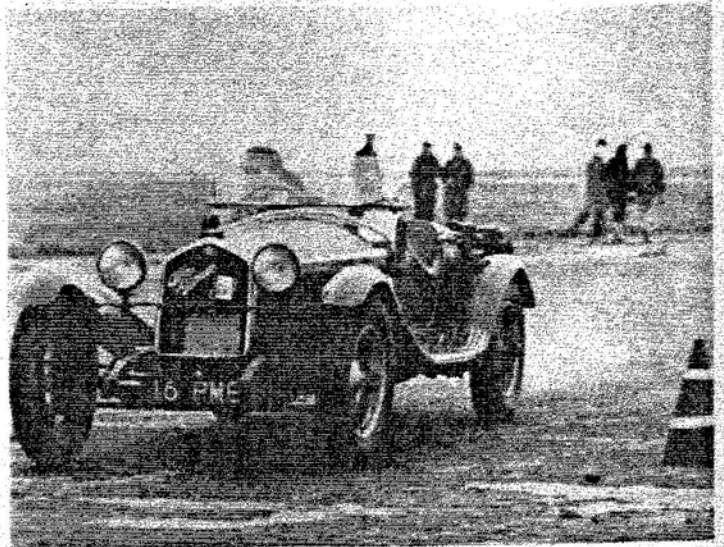
PROVISIONAL RESULTS: *Class 1. Vintage Touring Cars:* 1st class award: P. Marsh (1927 Austin 7); 2nd class award: C. G. Franklin (1929 ...); 3rd class award: J. Miles (1928 Austin 7). *Class 2. Vintage Standard Sports Cars:* 1st class award: N. Arnold-Forster (1925 Frazer Nash); 2nd class award: B. B. D. Kain (1926 Bugatti), J. Malyan (1928/30 ...); 3rd class award: D. S. Bennett (1930 Alvis). *Class 3. Vintage Sports Cars:* 1st class award: B. Clarke (1928 Austin 7); 2nd class award: C. A. Winder (1923/28 Humber); 3rd class award: P. J. E. Binns (1929 Riley). *Classes 4 and 5. P.V.T. Touring Cars and P.V.T. Standard Sports Cars:* 1st class award: R. A. Pilkington (1931 Alfa Romeo); 2nd class award: A. M. Westmacott (1934 Lagonda), Dr. D. P. Harris (1934 Frazer Nash); 3rd class award: R. P. Bennett (1932 Riley), J. R. Horton (1934 Riley). *Class 6. P.V.T. Sports Cars:* 1st class award: D. H. Coates (1935/7 Lagonda); 2nd class award: M. F. Allison (1934 M.G.); 3rd class award: D. Edwards (1935 Aston Martin).



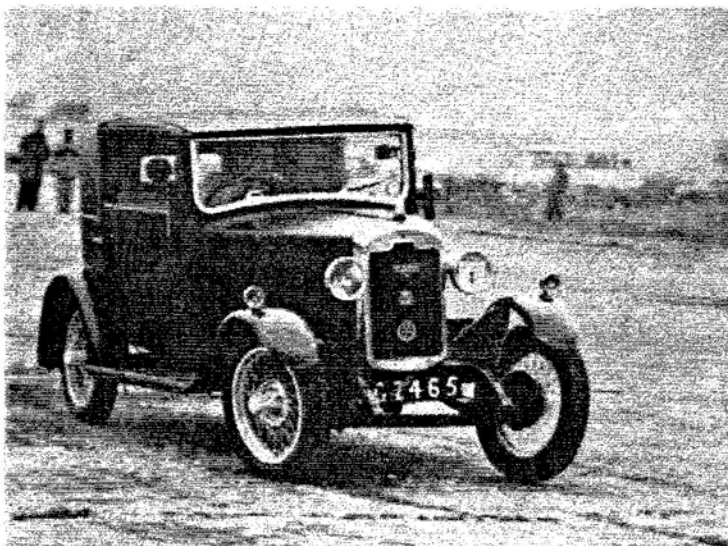
750 TRIUMPHANT. Nobody has yet evolved a driving test which can't be won by a well-conducted Austin Seven with properly-set-up brakes. And what is a touch of axle tramp among friends? C. P. Marsh in his well-known 1925 Chummy adds yet another first-class award to his collection.



THE OLD, RUGGED CROSS. A make infrequently encountered in rallies is the Crossley. Seen through a vista of bracing wires worthy of a World War I aeroplane is S. C. E. Weld's 1930 2-litre sports-model tourer, a brisk performer in its day. The cycle-type wings heighten the resemblance to a Lagonda, and in fact the engine was adopted by Staines for the later "16-80".



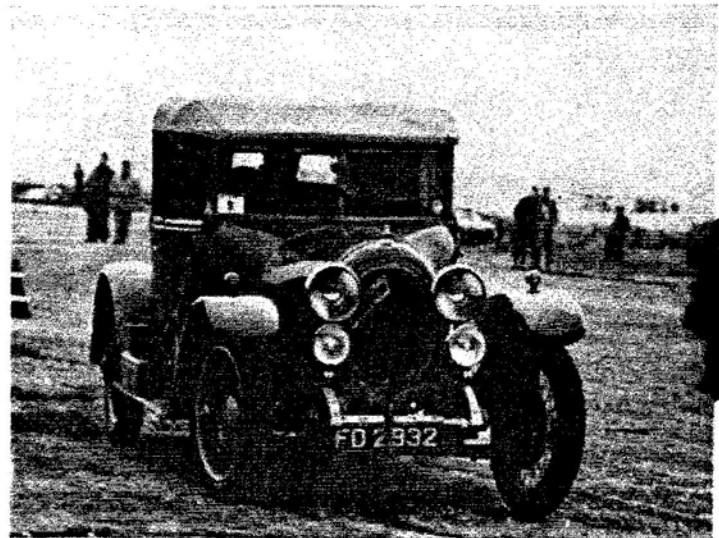
"A WHIFF OF CASTROL R" . . . and R. A. Pilkington sprints through the pylons in his always immaculate 1931 Zagato-bodied Alfa-Romeo. This was beautifully turned out, as always, and he collected a well-deserved first-class award in the P.V.T. touring and standard sports class.



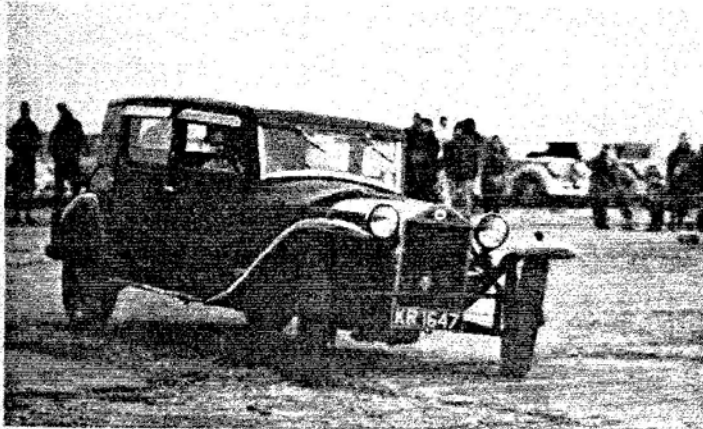
SPORTSMAN IN SPORTSMAN'S COUPE. A lot of nasty things have been said about these splendidly unpractical bodies of the late Vintage era, but C. G. Franklin's 1929 "10-25" Rover, here seen wiggling, is a regular competitor who collected a second-class award. The headlamp mounting is an interesting anticipation of modern practice.



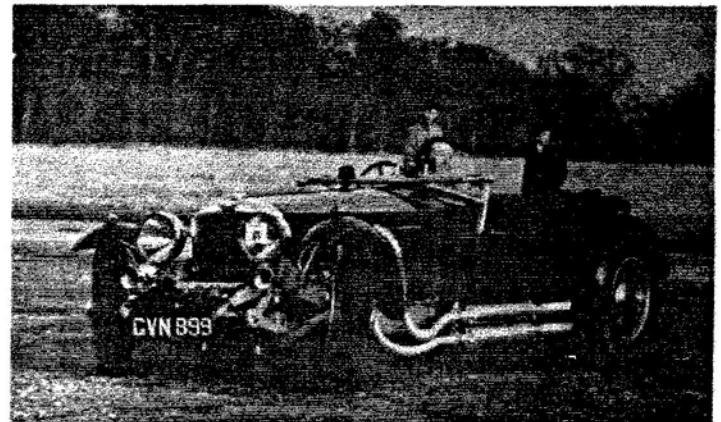
NOT WHAT W.O. INTENDED. Bentleys were never really designed for driving tests, with those gear ratios. Here is C. R. Pack going great guns in a 1926 3-litre, a change from the "Brooklands" Riley with which he has done so well at Vintage Beaulieu (and elsewhere) in the past.



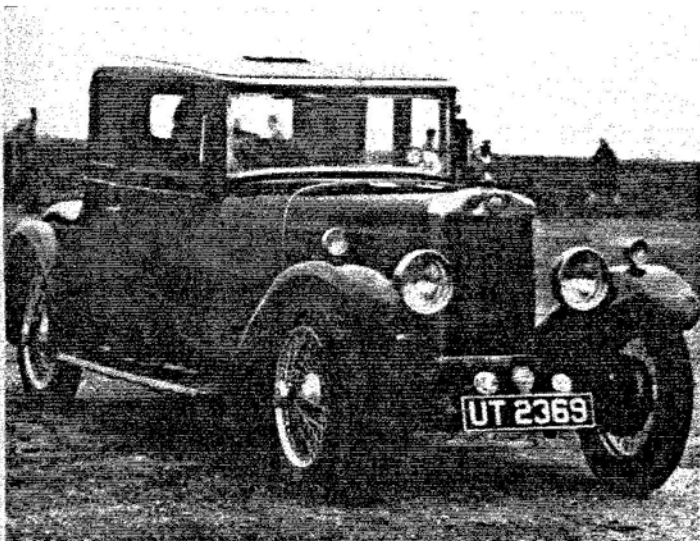
THE CAR MAGNIFICENT. J. M. Hill always has something unusual, and Silverstone was no exception. This 1924 Delaunay-Belleville doctors' coupe conceals a 2.6-litre o.h.c. engine under its stately bonnet, and clearly regarded driving tests as beneath its professional dignity.



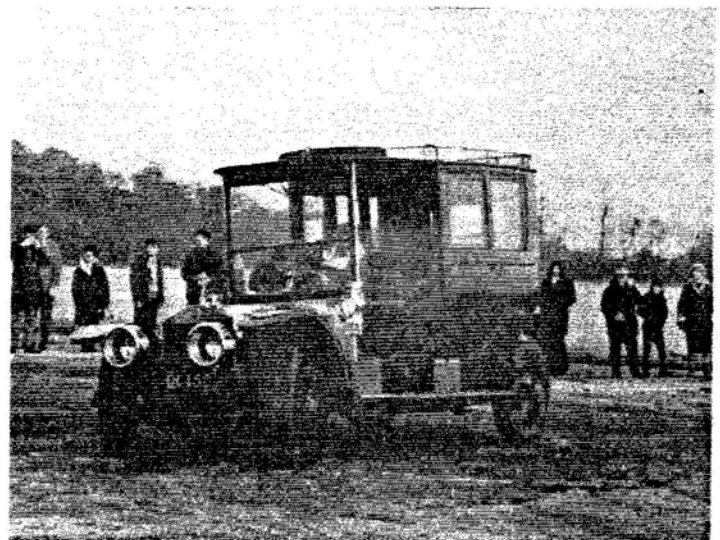
THE PILLARS SLIDE . . . and so does everything else as M. J. Cole hurtles his 1930 Lancia Lambda round a pylon at Silverstone. Even this energetic performance could not gain him an award, but it is always a pleasure to see a Lambda that has not been attacked by the tailors and cutters.



YOUR SLIP IS SHOWING. R. C. J. Wood swings his 1932 4½-litre Invicta on to full lock and exposes the car's suspension to full view. His performance was as spirited as ever, but failed to win him an award.



PEOPLE WHO LIVE IN GLASS HOUSES . . . suffer from limited visibility in reversing tests. Here is B. J. Williams in a nicely-turned-out "12-40" Lea-Francis coupe preparing to enter a "garage". The programme said it was 1927, but we would guess 1928 or 1929.



"IF WET, IN THE VILLAGE HALL." Not quite, but Cecil Bendall's 1911 "Silver Ghost" Rolls-Royce was handled with its owner's usual virtuosity, and at times sought to emulate the Austro-Daimler with which it shared a stable. Edwardians are scarce at V.S.C.C. meetings these days, more's the pity.

It was getting a little crowded in Heaven, so God decided to change the admittance policy. The new law was that, in order to get into Heaven, you had to have a really bad day the day you died. The policy would go into effect at noon the following day.

So the next day at 12.01 the first person came to the gates of Heaven. The angel at the gate, remembering the new law, promptly asked the man, "before I can let you in, I need you to tell me about the day you died".

"No Problem." said the man. "Well, for some time now, I've thought my wife was having an affair. I believed that each day on her lunch hour, she'd bring her lover home to our 25th floor apartment and have sex with him. So today I was going to come home too and catch them. Well, I got there and burst in and immediately started searching for this guy. My wife was half naked and yelling at me as I searched the entire apartment. But, damn it, I couldn't find him! Just as I was about to give up, I happened to glance out onto the balcony and noticed that there was a man hanging off the edge by his fingertips! The nerve of that guy to think he could hide from me! Well, I ran out there and promptly stamped on his fingers until he fell to the ground. But, wouldn't know it, he landed in some bushes that broke his fall, and he didn't die. This pissed me off even more, so in a rage I went back inside to get the first thing I could lay my hands on to throw at him. And oddly enough, the first thing I could grab was the refrigerator. I unplugged it, pushed it out onto the balcony and heaved it over the side. It plummeted 25 stories and crushed him! The excitement of the moment was so great that right after I had a heart attack and died almost instantly."

The angel sat back and thought for a moment. Technically, the guy DID have a bad day, and it was a crime of passion, so he announced, "OK, Sir. Welcome to the Kingdom of Heaven," and let him in.

A few seconds later the next guy came up. "OK. Here's the rule. Before I can let you in, I need to hear about the day you died."

"Sure thing," the man replied, "but you're not gonna believe this. I was out on the balcony of my 26th floor apartment doing my daily exercises when I got a bit carried away and accidentally fell over the side! Luckily however, I was able to catch myself by the fingertips on the balcony of the one directly beneath mine. When all of a sudden this crazy man comes running out of his apartment and starts cussing and stamping on my fingers! Well, of course I fall. I hit some trees and bushes which broke my fall so I didn't die right away. As I'm laying there face up on the ground, unable to move and in excruciating pain, I see the man push his refrigerator, of all things, over the ledge and it falls directly on top of me and kills me!"

The angel is quietly laughing to himself as the man finishes his story. "I could get used to this new policy", he thinks to himself. "Very well then," the Angel announces "welcome to the Kingdom of Heaven." and lets the man enter.

A few seconds later the third man in line comes up to the gate. "Tell me about the day you died ." said the angel.

"OK, Picture this," says the man "I'm naked inside a refrigerator".

THE TRIUMPH ITALIA 2000 GT, 1959-1963



The Italia 2000 GT (to call it by it's first name) was produced over the period 1959 to 1963. Produced is a relative term when it comes to Italians, since something less than 300 were ever made. "Serious" marketing efforts in the U.S. included each original owner having to sign a contract that included among its clauses the fact that no body panels or trim pieces were available as spares!! Couple that fact with the \$5,000 list price, which was perilously close to that of an E-Type Jag or Corvette and you can imagine that the average U.S sports car buyer

didn't exactly beat down the doors to purchase one. Some cars sat on dealer's forecourts for over two years before being discounted and eventually purchased.

Italias were produced by a combination of Standard-Triumph (rolling chassis, engine and components), and vignale (body manufacture). The Italia was produced with the blessing of Standard-Triumph, but was not and official Triumph model.



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. CIP0 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.

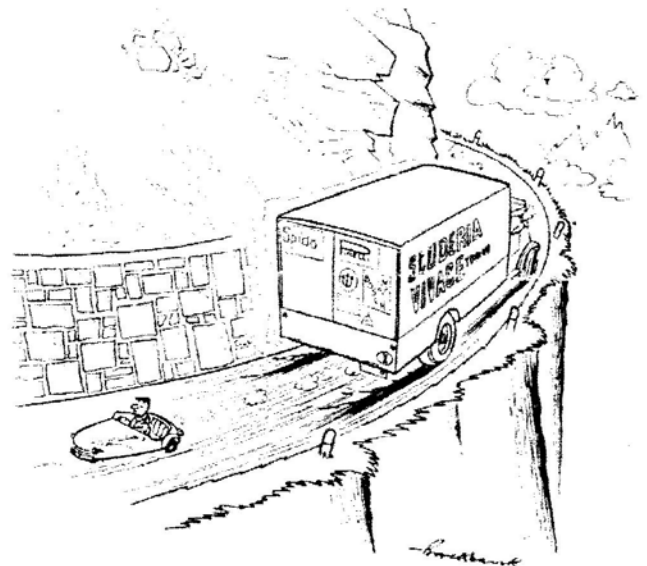
Contact John Williams - 01792 864731

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

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 MkII 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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With SHVR logo

£8.00



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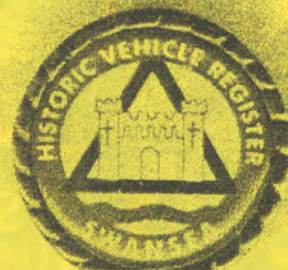
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SHVR Umbrella

Available in Blue/white or Red/white.

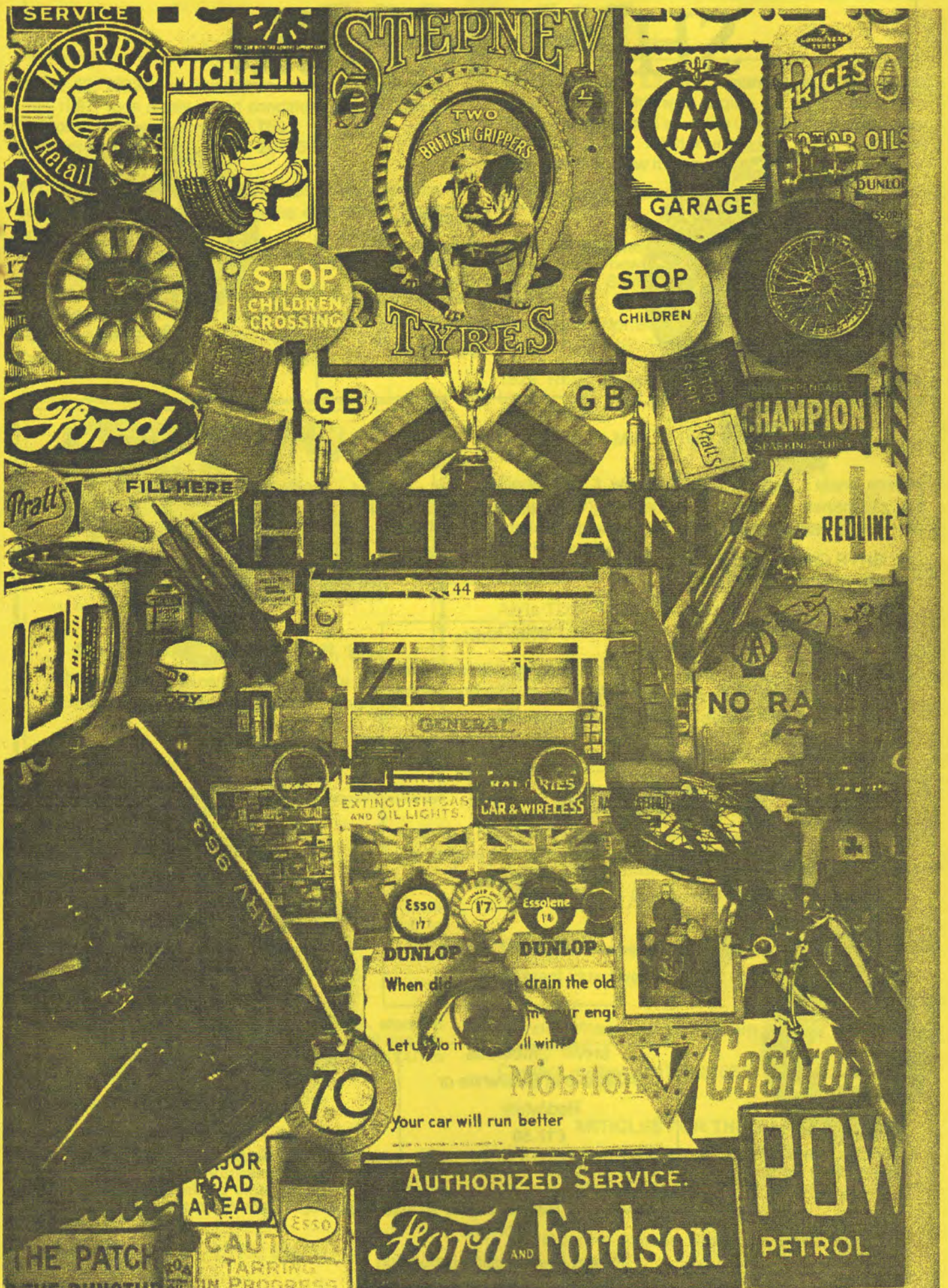
£17.50

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Please see Christine Broughton

or call her on 01269 870293

if you wish to purchase any of the above items



Edited & Compiled by Mike Palmer, Gerald Gill and Jan Thomas