



# S.H.V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER  
22 YEARS OF SERVING THE ENTHUSIAST



MARCH 1999 MAGAZINE





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

John Staley from Llanelli with his Scimitar GTE and Jaguar MkII



## S.H.V.R. Officers

**Chairman**-Mike Palmer

01792 203638

**Vice-Chairman**-Mike Evans

01792 206686

**Secretary**-Ray Kethburn-Thomas

01792 645957

**Treasurer**-Robin Jones

**Membership Sec.**-Stan Bingham

01792 360291

**Club Regalia**-Christine Broughton

01269 870293

## Committee

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Alan Broughton

01269 870293

Dave Channing

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Llew Davies

01639 773812

Steve Pearson

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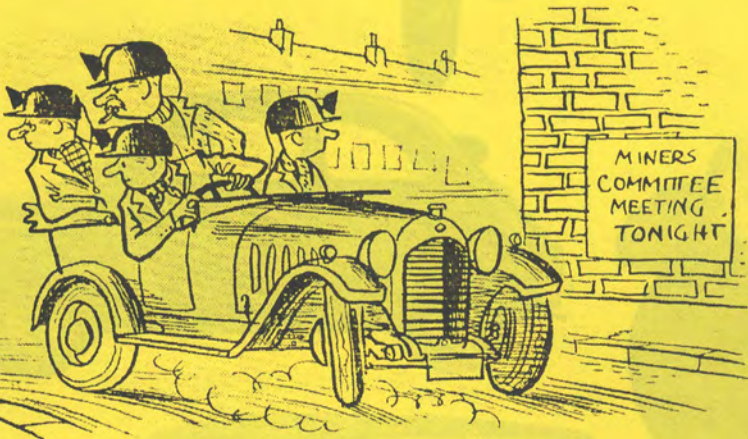
## President

Johnny Thomas

01267 290215

## Vice President

Mike Worthington-Williams



SUBSCRIPTIONS FOR 1999 ARE NOW DUE

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

Stan Bingham  
28, Long Shepherds Drive,  
Caswell, Swansea

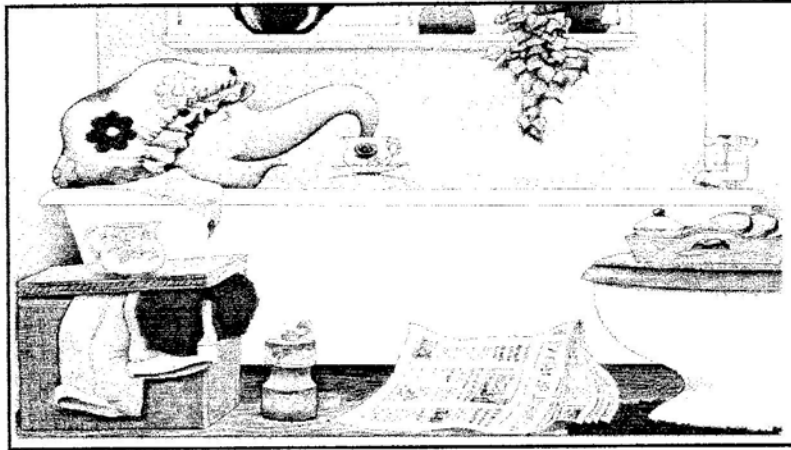
**DON'T  
FORGET**

## THE THOUGHTS OF CHAIRMAN MIKE



Only seven weeks to go to the event of the year!. Yes that's right!! Seven weeks to Singleton Vintage Car Fayre, It's starting to come together, but we still need lots of helpers, further on in the magazine is a draft outline of who's doing what. So get your thinking caps on (mine's in place) and see if you can help in any way, or offer your help to those organising an area to whom you think you can be of assistance.

**" YOUR CLUB NEEDS YOU "**



What about this for a topic to debate ?. Are drivers in Swansea the most photographed in the U. K. ?. It appears that speed cameras are breeding at an alarming rate (Probably all the wet weather we've been having) or are our female



speed cameras more sexually active than those in the rest of the U.K., or at least that's the sort of phrase that springs to mind when you see the dreaded flash, there are some areas that do benefit from this deterrent when there are children about. However ! The camera lacks common sense, and there are occasions when slow drivers are far more hazardous than those who travel at 5 m.p.h. over the legal limit at 2.30 a.m. This brings me onto an article sent



to me by a member who wishes to remain anonymous.

*How would you feel if your licence was taken away tomorrow ? Doesn't bear thinking about does it ?.*

And yet with more sophisticated techniques being employed by the Police... Radar, Cameras and the like... the chance of losing your licence grows by the day. Lets face it. We all creep over the speed limit from time to time. Get caught and you face a heave fine, penalty points, or worst of all losing your licence altogether. And that's just one way the authorities can take away your money, your transport and your freedom.

Now don't get me wrong... road safety is important. Of course it is. But enforcement of motoring laws often has little or nothing to do with road safety. There are many ways of improving road safety which are far more effective than prosecuting motorists who stray a few miles per hour over the limit on an open road...

*But as a way of generating revenue for the government, it's almost unbeatable !*

*That's right, the main motivation behind much motoring law enforcement is money !.*

The motorist is an easy target. He's much easier to catch than a burglar (great for the arrest figures !), will give less trouble when he is caught, and is more likely to have money in his pocket to pay a substantial fine. Bingo ! You can end up with a fine of several hundred pounds for speeding, while a shoplifter gets off with a little more than a slap on the wrists.

**Does that make you angry ? It Should !!!**

You're being used as a source of easy money for the government, and could be robbed of your means of transport in the process.

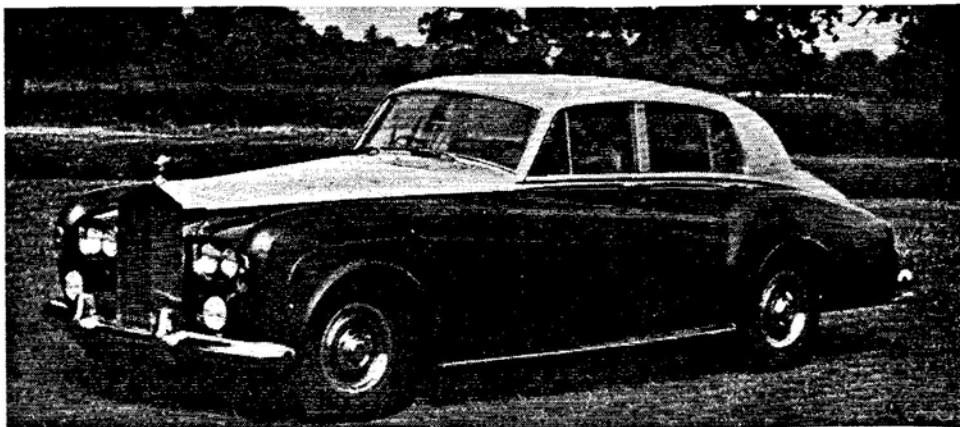
And if that's not all !! At last months Club Night, I was late arriving with the magazine's, Stan our Membership Sec. was having a well earned holiday, and our Sandwich Maker had to leave early.



M.P.

# ROAD TESTING STARS OF THE MOTOR SHOW

12.12.1961



I WONDER how many people have been entrusted with £8,000 worth of new motor car to test on a wet track? This happened to me shortly before the Motor Show, when I went up to Silverstone to drive the new Rolls-Royce Silver Cloud III. As I set off on tests, the downpour suddenly increased to a cloudburst of enormous intensity; coming up to Stowe corner at well over 80 m.p.h. visibility was considerably less than 100 yards. These

track conditions were certainly a severe test of Rolls-Royce stability for I have seen nothing like them since the great "wash-out" race of 1951.

The power-assisted steering of the latest Rolls-Royce has been considerably modified to provide more "feel". Never was this more welcome than when I hit a young lake more than two inches deep, spreading right across the track, just before taking Club corner.

The first of these two illustrations shows the sleek and elegant Triumph Spitfire 4 which has all-independent suspension, a four-speed gear-box, front disc brakes and a top speed of 92 miles an hour. The picture below shows the T4, Rover's gas turbine family saloon with sporting performance and a top speed of 115 m.p.h.



## ROAD AND TRACK

Hitting this vast water splash at just over 60 m.p.h. completely blotted out the road ahead. I expected it to throw the car all over the road, but there was just a slight tail twitch, easily controlled, and we were through. Never has the behaviour of a luxury touring saloon impressed me more than the handling of this new Rolls-Royce, the frontal design of which incorporates a four-headlight system. The engine now has 7 per cent more power and I was able to explore its greater acceleration without the embarrassment of excessive wheelspin.

I did not attempt to try for maximum speed which I understand is now 115 m.p.h. The car I drove was one of only four that had been completed, so had I bent it, there would have been some very red faces.

### Car with "Bite"

After leaving Silverstone, the weather improved considerably and the Vauxhall Victor I was driving made good time to Coventry, where I was met by Mr. Harry Webster, Technical Director of Standard Triumph and responsible for their new Spitfire 4. After lunch he showed me round the smart little two-seater sports car, with attractive body by Italian stylist Michelotti; then he handed one over for me to try.

I found it a comfortable, open two-seater with plenty of "bite", but I kept the hood up, not trusting the weather; even so, visibility was pretty good and no water came in—it has wind-up side windows.

The car has been built from Triumph Herald components, the 1,147 c.c. o.h.v.

The four-headlight system of the Rolls-Royce Silver Cloud III is clearly shown in the picture at the top of the page. The bonnet line has been lowered to improve forward visibility. Increased leg room and more effective width is given by the rear seat and the front seats have been re-designed.

## THE SWANSEA HISTORIC VEHICLE REGISTER

### VINTAGE CAR FAYRE

Monday 3<sup>rd</sup> May 1999, Singleton Park Swansea

engine with 9 to 1 compression ratio develops 63 b.h.p. at 5,750 r.p.m., and is mated to an excellent four-speed gear box with remote control lever. Steering is rack and pinion, brakes are 9-inch discs at the front with 7-inch drums at the rear, there is a proper chassis slightly shorter than the Herald 1200 and, most important, a first-rate, all-independent suspension. So you see the new Spitfire 4 has all the right ingredients to make it a good sports car, plus better than average equipment.

On the road it would wind up to a genuine 92 m.p.h. in top, with a very useful 75 m.p.h. in third. The gear ratios are nicely spaced and the change is quick and positive. Acceleration is pretty good, too, being of the order of 0 to 50 m.p.h. in 12 seconds, but its most fascinating feature is its wonderful handling.

I would rate the new Spitfire 4 one of the safest small sports cars I have driven. Take it through bends and corners how you will, both front and back ends stay put. Finally, I persuaded the back to break away by putting my foot hard down in second and going through a right angle corner on a damp road, but a quick flick of the wrist and the car was straight again, so delightfully easy to control is this new Triumph. The firm has a winner here, especially at its price.

#### Experimental Car

My third unusual pre-Show motor car was Rover's front-wheel drive gas turbine T.4. On this occasion I sat on the front passenger seat while an old friend, Tony Worster, Chief Gas Turbine Development Engineer of Rover, did the driving. So far this is the only Rover gas turbine car I have *not* driven, but I understand this is to be remedied early in the New Year when T.4 gets its new two-speed gear box to improve take-off acceleration!

Like all experimental projects T.4 is continually being altered and fitted with different gas turbine engines in various stages of development. This time, it had a power unit delivering barely 100 h.p., while the last car I drove had 140 h.p., so

## Racing Personalities Who Will Be World Champion?

*TWO famous racing drivers, one a Londoner, the other a Scot, will do battle on Saturday, December 29, for the World Championship. The deciding race—the South African Grand Prix.*

London-born Graham Hill, married with two children, fought his way into motor racing the hard way, by helping to prepare early Lotus cars and gained his first experience driving them for customers in races, finally talking Colin Chapman into giving him an occasional works drive. These were sometimes too occasional for Graham, who offered his services to the rival firm of Cooper. Colin Chapman, however, was determined to get him back at all costs, and this he did, with a useful contract for Graham. Last year Graham Hill moved into the BRM camp, and has risen to the top of the ladder.

Graham Hill's chief rival is top Lotus driver, Jimmy Clark, a bachelor sheep farmer from Scotland and a quick-witted, natural driver if ever there was one, who has moulded his style and methods on those of Stirling Moss. His chances are not quite as good as Graham's because only by winning the South African race can Jimmy become World Champion, whereas Graham Hill is far enough ahead to take it even if both drivers fail to finish.

The two are very good friends, both on the circuit and off; what is equally important, they are extremely good sportsmen. BRM and Lotus mechanics preparing their cars so meticulously have a heavy responsibility knowing that so much depends on their workmanship, because the chances of their drivers are so evenly matched. In fact, I would not put a dead heat beyond the bounds of possibility in this race. But until we know the result on the night of Saturday, December 29, all of us will have to contain ourselves in patience for not until then will the name of the new World Champion Driver be known.

you will appreciate that I noticed the difference. Even so, it would surpass with ease any family saloon up to 3 litres. The T.4 supplies the smoothest, most effortless form of motoring I know and with its normal 140 h.p. engine is going to be quite a family saloon. Its handling is first rate and it is incredibly easy to drive; more about it next year when we shall be hearing about production plans.

#### Coventry Climax Decision

No engine manufacturer has done more to put British racing cars on the map than Coventry Climax. So it came as a great shock to learn that the firm is withdrawing from Formula One racing at the end of this year, although Leonard Lee, the Chairman and Managing Director, says they will provide service and spare parts for works teams and individuals who still wish to continue using the highly successful V-8 Formula One and other engines.

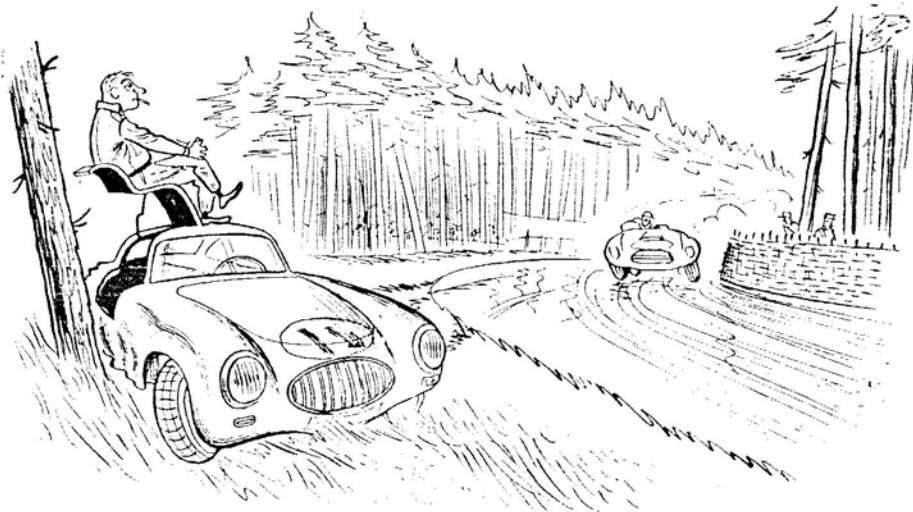
The reason for this withdrawal is the enormous cost of development to get an engine like the latest

V-8 power unit to the stage at which it can win races. While this means that firms like Cooper and Lotus could continue next season with the present engines, any further increase of power would have to be found by their own mechanics and, of course, there will be no new Coventry Climax engines to compete against Ferrari, Porsche and the Japanese firm of Honda, coming into racing next year.

Coventry Climax were really talked into racing by the combined efforts of John Cooper, Rob Walker and Roy Salvadori, who all played a big part in the early development of the old four-cylinder Coventry Climax racing engine. It emerged as a two-litre in 1957 and was gradually enlarged and partly re-designed until it became a full-scale 2½-litre Grand Prix engine in 1959, sweeping aside all opposition to help Cooper win the World Championship both in 1959 and 1960.

The new V-8 first appeared last year, but like all new ventures had its teething troubles and only this year has it added reliability to its wonderful performance. Out of eight *Grandes Epreuves* this season, the V-8 Coventry Climax has won four, three going to Jimmy Clark's Lotus and the first race of the season, the Monaco Grand Prix, to Bruce McLaren's Cooper. In five years Coventry Climax engines have helped to win 22 major Grands Prix. I think this must be a record, and one of which both Coventry Climax and Wally Hassan, responsible for licking the engines into shape, have every reason to feel very proud.

Meanwhile, BRM engines will continue and I suspect more manufacturers will make use of them in the future, especially when they learn that the valve gear has now been successfully tested to over 13,000 r.p.m.



# SHVR SINGLETON SHOW

## MONDAY 3rd MAY

Overall Co-ordinators .....	Mike Palmer
	Ray Kethburn-Thomas
	Dave Channing
Setting out park for Vehicles.....	Stan Bingham
Cash Control.....	Mike & Jan Glinternick
Marshalling Park.....	The Princes Trust
Marshalling Bishop Gore.....	Scouts
Litter Pick.....	Scouts
	Swansea Council
Trader Stands.....	Ray Kethburn-Thomas
Autojumblers .....	Alan Broughton
Co-ordinating Entries.....	Christine Broughton
Catering.....	Mike Palmer
Main Arena .....	Mike Palmer
	Plastic Sam
Advertising .....	Mike Palmer
Gate Co-ordinator.....	Robin Jones
Gate 1     Taylors Meadow.....	Christine Broughton
Gate 2     Bishop Gore .....	Keith Turner
Gate 3     Adjacent to Bishop Gore.....	Mike Jones
	Robin Jones
Gate 4     Sketty Road.....	Ivor Davies
Gate 5     Education Gardens.....	Peter Richards
SHVR Regalia / Membership Tent .....	Ray Legate
	Dave Channing
SHVR Control Tent.....	Dave Channing
Refreshments for Gates .....	Scouts
Car Parking in Bishop Gore.....	Stan Bingham
Fencing / Security .....	Peter Bringloe
Car Clubs.....	Steve Thomas
Controlling Food Stands & Hygiene.....	Mike Palmer
Marshalling Co-ordinator .....	John Mathias
Swansea Sound.....	Mike Palmer
	Plastic Sam
Putting up Banners.....	Paul Blackmore
	Steve Pearson

The success of the Singleton Show depends largely on the effort put in by club members, and now is the time to make the effort, just phone any one of the committee members to let us know when you're available to help.

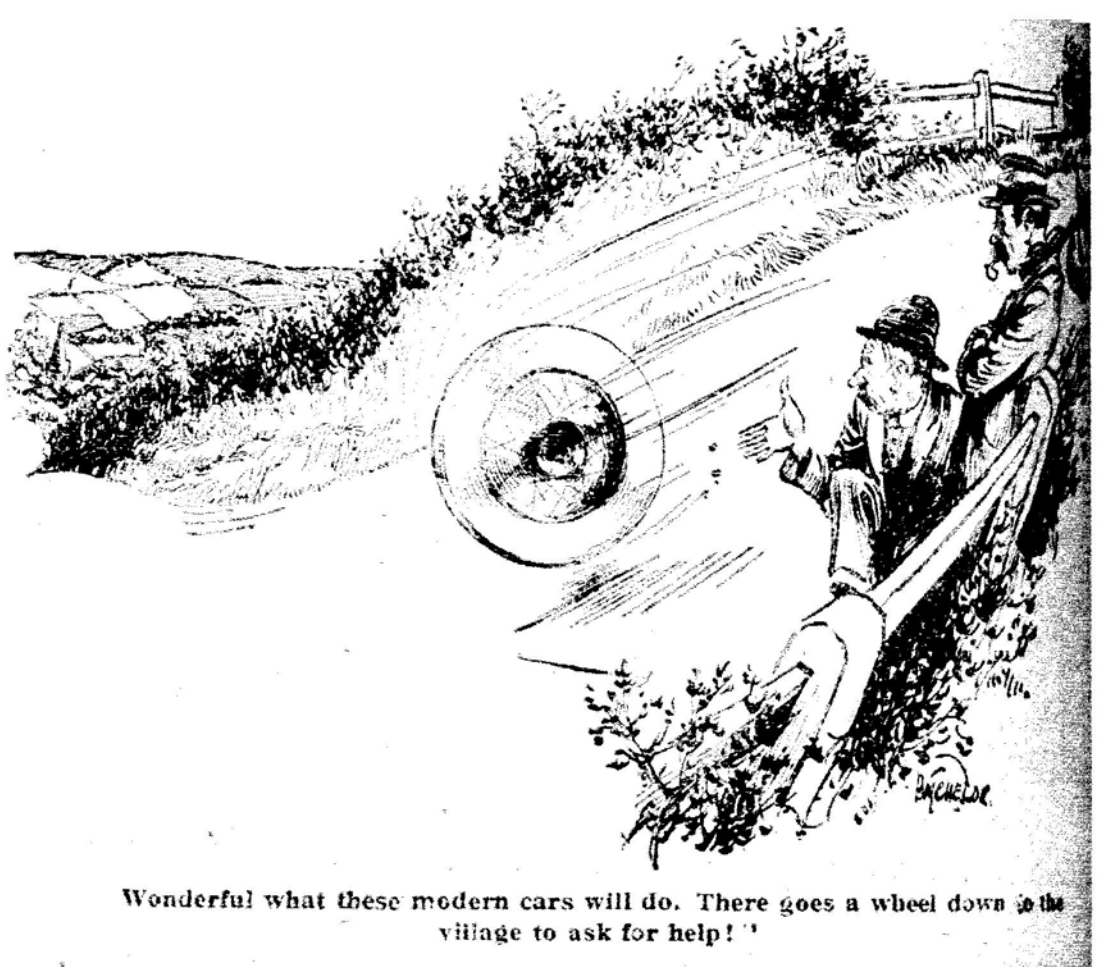
**YOUR CLUB NEEDS YOU!!!**

## ***AIR DAY WALES***

After the disappointment of the last two years Air Day Wales will take place on Saturday 21st August at Chepstow Race Course in aid of SSAFA Forces Help (South Wales Region) and Ty Hafen, The Children's Hospice in Wales.

We have been invited to participate in this event with a display of classic/vintage cars. As well as the static show there will be an air display featuring The Red Arrows.

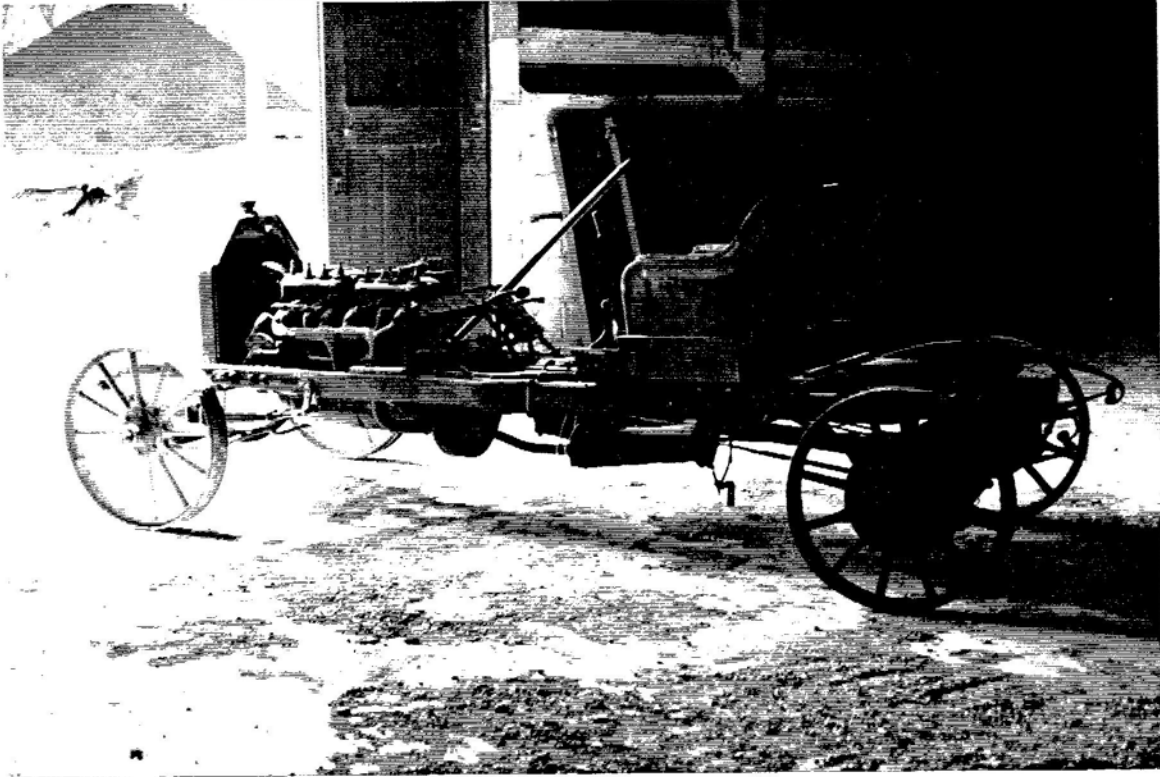
The show will start at 9.30 am and will finish at approximately 5.30 p.m.. For further information contact Ray Kethburn-Thomas on 01792 645957.



Wonderful what these modern cars will do. There goes a wheel down to the village to ask for help! "

**From The Motor - March 1927.**

## Re-Build of a 1909 MOLINE 40 HP Model "K"



Dear Mike

I first acquired the car in August 1990, (The car was imported into the U.K. in July 1990) There was no previous history of the car. However I was told by the importer that the car had been stood "in a desert" for a good many years in U.S.A. which seems feasible as no signs of heavy corrosion were evident anywhere on the "remains" of the car. That's the "good news", the "bad news" being the mechanical condition, all main components being of a state that at best can be described as "knackered"

It was obvious the car had been "run into the ground" a good many years ago and somehow had managed to elude the scrap men of the U.S.A. and having purchased the car, I realised that she was quite original and unique (all mechanical and running gear intact) plus no signs of any previous attempts to restore her.

Items requiring "overhaul" were, Broken chassis in four places, Body-work 50% missing Loose wooden spokes on all wheels, Seized half-shafts, Smashed differential, Stripped gears in gear-box, Seized engine, Cracked cylinder blocks, etc etc to name but a few.

"Elsie" (The car is now named after my wife's grandmother) is thought to be the only Moline in the U.K. She was built in 1909 (Provisional date by V.C.C.) by The Moline Automobile Company, Moline, Illinois, U.S.A. She is a model "K" 40 H.P. fitted with a 2 Seater Runabout body.

Elsie was finally completed in February this year and is currently being reviewed by the V.C.C. for a dating certificate.

I have enclosed an as found plus several completed photographs and I have attached a separate sheet showing information of mechanical features.

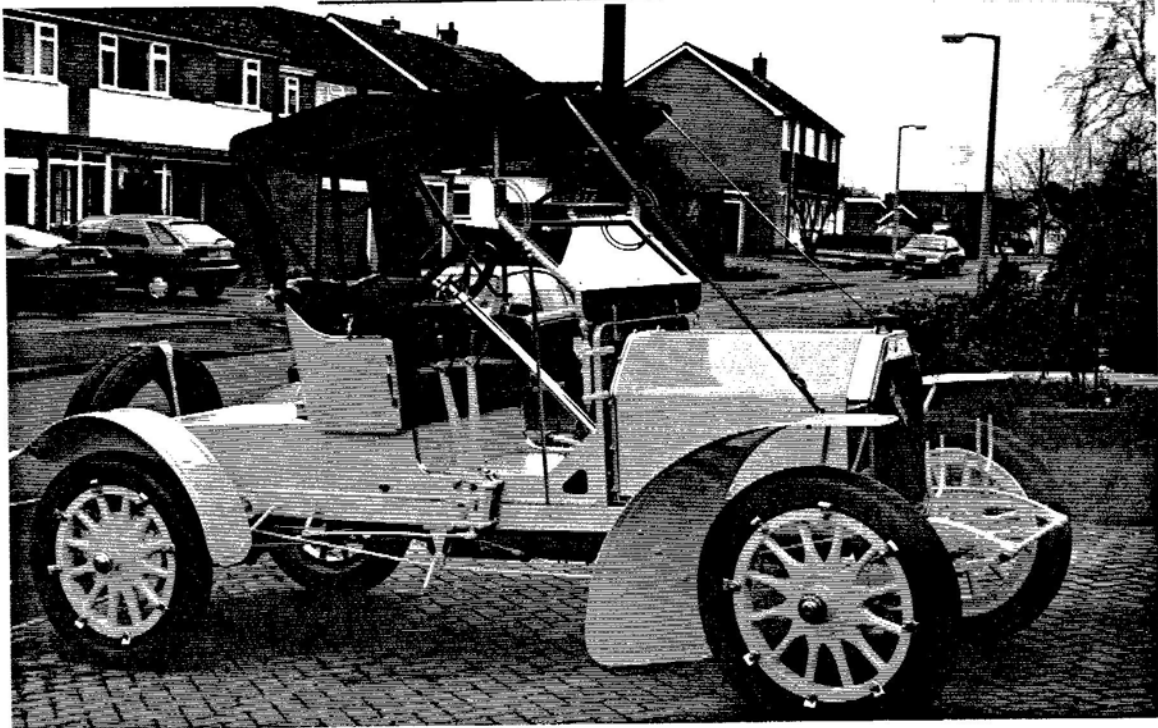
Best of luck

Kind Regards

M.D. Bagworth



## 1909 MOLINE 40 H.P. Model "K"



### MECHANICAL FEATURES

ENGINE Produced by Moline, four cylinders in line with pair-cast "L" shaped head. 5300 c.c. rated at 40 H.P. Schebler model "L" up-draught carburettor. Bosch dual ignition. Hill Precision Oiler, pressure feed to main bearings and cylinders. Water-cooled, circulation aided by water pump.

GEARBOX Supplied by Brown and Lipe Gear Co with three forward speeds plus reverse. Top gear ratio 1-1. Leather cone clutch acting on fly-wheel operated by foot pedal and hand-brake.

TRANSMISSION By torque tube to a bevel drive (3.58 - 1) driving a spur gear type differential acting on semi floating half-shafts.

SUSPENSION Semi-elliptic springs at front. Full elliptic springs and scroll ends at rear.

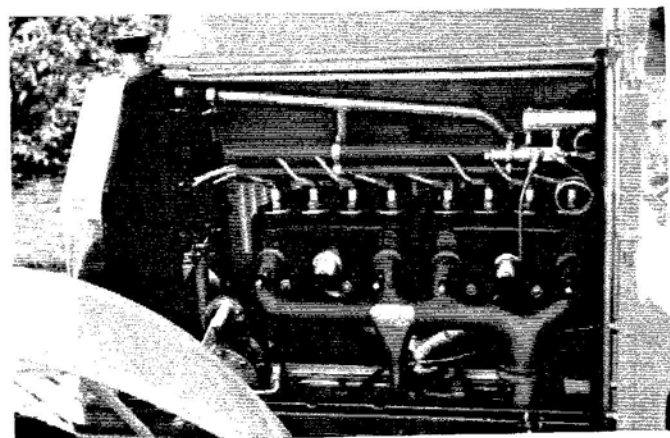
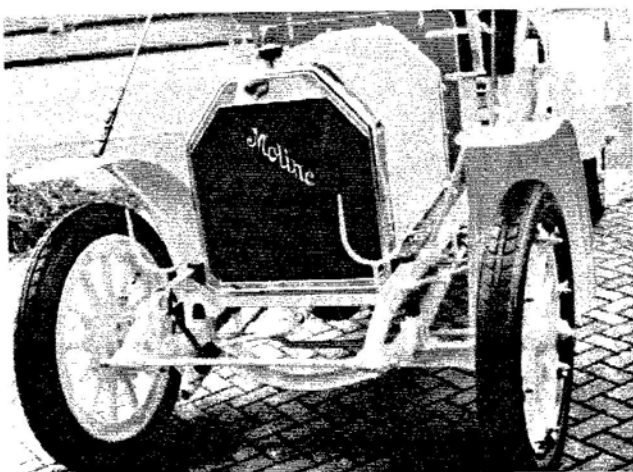
BRAKES Hand-brake to contracting 14 ins dia x 2 ins wide drums on rear wheels only. Foot-brake to expanding 12 ins dia x 1.75 ins wide drums on rear wheels only.

STEERING Gemmer right hand drive, worm and worm, fully adjustable with 2.50 turns lock to lock.

WHEELS Wooden with 12 spokes front and rear, fitted with 880 mm x 120 mm beaded edge tyres on Michelin type detachable rims.

DIMENSIONS Wheel-base 116 ins. Track front 58.5 ins. Track rear 56.5 ins.

PERFORMANCE Cruising speed 45 / 50 mph, maximum speed 60 + mph.



## A SMASHING DAY OUT

This eggstremely rare vehicle was spotted on the Mid-Wales Eggspressway, we are not eggsactly sure of the make but think it is possibly an Eggsecutive Model. When we caught up with the vehicle, we were amazed at the cracking speed it was maintaining, the quick as it scrambled in and vehicle tried to pullet onto eggspressway without to duck in and out of the journey. The driver and his driving skills ahead of his pursuers, eggsasperated and entirely missing the



acceleration was eggstremely out of the traffic. A police the hard boiled shoulder of the success, the driver managed traffic to crack on with his continued to swan in and out and eggsperience kept him who were now looking a bit shell shocked. Possibly yoke!

The vehicle eventually smashed into a Flour Wagon, on impact the egg hatched and the occupants scrambled up the bank only to be apprehended, and whisked off to be battered and swallowed.

*M.P.*

Dear Mike,

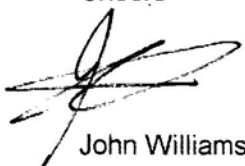
I've just finished reading Ray Legate's article about Goldie Gardner, in the January newsletter, and noticed the reference to a 750cc MG C-type. I wonder if this was the same car in which I 'purchased' a ride around the block for the cost of a cup of coffee. This was a very pretty little green car with a pointed tail, that was reputed to have siezed-up at Le Mans after 23 hours, in 1931 or 1933, and had clocked 103 mph at Brooklands. The owner claimed it could still do 90 mph, even without the super-charger. (*Question - What is a super-charger? Answer - A stallion with four!*) Instead of the usual MG radiator shell, it had a bullnose painted to match the rest of the body. It was offered to me for £250, but he wouldn't accept £5 down and £1 a week for the rest of my life. I'm glad really, 'cos I'd still be paying for it. Now is your chance to destroy all the legends of my adolescence.

Golly gosh, it brings back memories. The South Croydon Coffee Shop, what a place for interesting cars. This would have been just after the Suez crisis, when it was considered a waste of petrol to have driving lessons. Get a provisional licence and a set of L-plates and you were on your own. This concession lasted several months longer than petrol rationing, so I bought a 1932 Austin 7 for £2 and insured it for £8. Road tax cost more than the fine, and the MOT hadn't been invented. That was lucky, as the Austin 7 was the first car with ABS and a clutch like a switch. On one memorable trip, we were hammering down Handcross Hill on the Brighton Road, when my passenger tapped on the window of a car we were overtaking to ask how fast we were going. "70" was the reply. We shouted our thanks, and gave it a bit more ignition advance and hand throttle, and pulled away. Don't laugh, that little Austin was stupidly rapid.

Apart from the 750 MG, us plebs could admire all sorts of interesting machinery. Dave Ling used to come home from Hatfield Tech in a Cooper special based on a Fiat 500 Topolino and an 1172 Ford Engine. Dicky Dale killed himself in a Mk 7 Jag, with the engine continuing without the car for a further quarter mile. Long John always changed gear in his TR2 outside my bedroom window, every morning at 2AM. There was always a big Healey, or XK120 that you could scrounge a ride in, and I even got a 30 mile run in a brand new Jensen 541 so the owner could show it off. Vintage Rolls and Bentleys were regarded as "another old car in the road" by the elderly neighbours - a new Wyvern was regarded as much nicer. Rob Collett usually rode an old Norton held together with string, and he sold me a 1936 in-line 600cc Douglas for £2, and I rode it home. Viv down the road traded up his V-twin side valve Matchless combination for a Brough Superior, and there was a Vauxhall 16/60 (?) tourer up the road. But I couldn't afford these old bangers, I couldn't even afford the Rolls Royce hearse, complete with crucifix on the radiator filler cap, in the breaker's yard for £80. But I could and did afford the Jaguar 11/2 litre convertible at £8 from the same breaker. But times change, and were heralded by things like Riley 1.5s appearing at the coffee shop I mean, they only had four wheel nuts, can't be safe!

As I have always said (well, for a long time), if only I could be 16 again, and know what I know now.

Cheers



John Williams

3 Gellifowly Road  
Pontardawe  
Swansea  
SA8 4QE

## BULL BY THE HORNS RELAY

The "Horns" are now in Guildford and I am looking for participants to move them north to Gaydon, particularly in the Oxford area. Svetlana is currently recovering from Bronchial Pneumonia in a clinic at Kiev.

It is anticipated that she will visit the U.K. in May 1999. for her operation.

"Bull By The Horns" has so far raised £7,000. and The Milford Haven Twinning Association has also raised another £8,000 So the initial target of £15,000. has been reached.

However the original cost will increase due to the closure of the Cardiff Pediatric Heart Unit and hence the loss of the free services of both the Heart Surgeon and the Anaesthetist.



Mike Worthington-Williams presenting the S.H.V.R. Cheque for £650.  
Raised by the efforts of Club Members

Funny... the people you meet at Hershey..... 1998



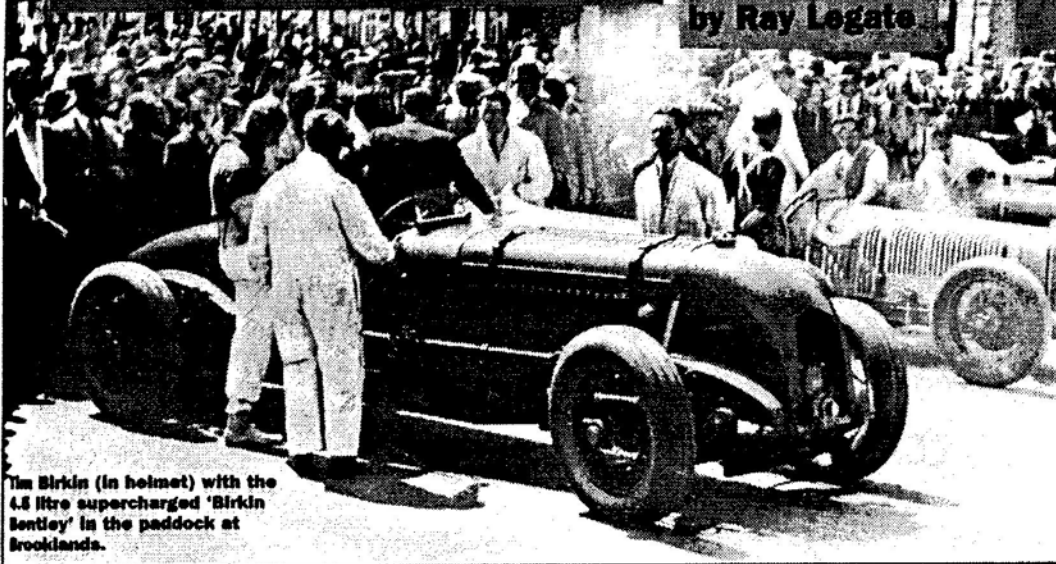
Mike W.W. conducting an S.H.V.R. meeting at Hershey autojumble.



# Brooklands

PART TWO

by Ray Legate



Tim Birkin (in helmet) with the 4.5 litre supercharged 'Birkin Bentley' in the paddock at Brooklands.

persuaded the Race Committee to introduce handicapping and the numbering of the cars to make identification on the track easier. The first handicapped meeting, however, was marred by a fatal crash involving Vincent Herman's Kaiserpreis Minerva. Herman's car overturned when coming off the Finishing Straight on to the Members' Banking and crushed him against the parapet of the bridge which crossed the River Wey. When increased car speeds eventually made the short

finishing straight inadequate, races started and finished on the outer circuit.

The heyday of the racing circuit was undoubtedly the 1920s and 1930s, when record times were being set and broken by Malcolm Campbell, John Cobb, Parry Thomas and others, in such magnificently crafted machines as Napier, Delage, Panhard, Bentley and Bugatti, which were themselves lovingly tended by the finest mechanics in

the land.

Motorcycles and pedal cycles too had their devotees, and many records were established on the track. Brooklands was then a very fashionable place to be seen, and became known as the 'Ascot of Motorsport'.

It was at Brooklands that A V Roe made the first flight in a British-built aeroplane in 1908; here that Tommy Sopwith developed and flew his Sopwith Pup and Camel; and here that the Hawker Hurricane fighter and Vickers Wellington bomber were built in World War Two. The post-war years were distinguished by the achievements of the Vickers factory which produced a successful family of airliners, including the Viscount and VC10, and contributed to the design and manufacture of Concorde.

Brooklands can rightly claim to be the birthplace of British aviation, since it has been a centre for aircraft design, construction and flight testing for

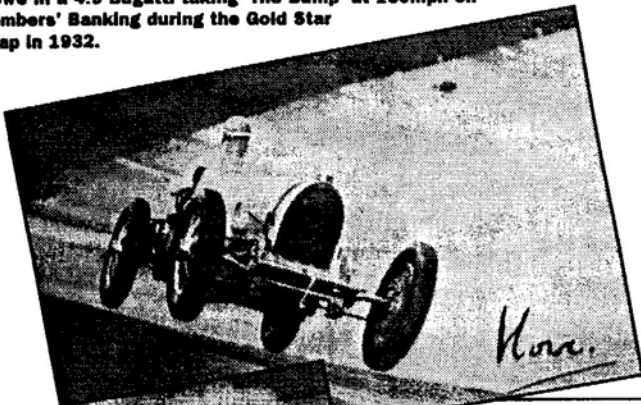
much of the 20th century. From A V Roe's first trials, through many decades of manufacture by such companies as BAC, Bleriot, British Aerospace, Hawker, Sopwith and Vickers, few other sites in the world have seen such achievements. Some 18,000 new aircraft of nearly 250 types have been first flown, manufactured or assembled at Brooklands. Although the outbreak of war in 1939 saw the end of motor racing on the legendary circuit, Brooklands maintained its position as the home of pioneering aviation development, until aircraft production at the British Aerospace factory ceased in 1987.

Returning once more to the earlier motor racing days, it should not be forgotten that Ethel Locke King, wife of Hugh, had played an important role in the creation of the track, and when Hugh died in 1926 she continued to run the Brooklands Track and Estate for a further ten years. It was during this time that the Campbell Sheds were built by Malcolm Campbell, as workshops and showrooms for his racing and record-breaking cars, his Bluebird Land Speed Record cars being built by Thomas and Taylor Ltd who had acquired the Sheds in about 1933. This was also the year that Donington Park was opened for motor racing, depriving Brooklands of its position as being the only racing circuit in mainland Britain.

Four years later, in 1937, a road racing circuit was also opened at Crystal Palace, and facing up to this competition the Brooklands Automobile Racing Club built a new road-racing circuit, designed by and named after Sir Malcolm Campbell.

The Clubhouse, now a scheduled Ancient Monument, was built for the opening of the Track in 1907, and was originally called The Weighing Block. Its

Lari Howe in a 4.9 Bugatti taking 'The Bump' at 130mph on the Members' Banking during the Gold Star handicap in 1932.



A V 'Ebbie' Ebbiewhite, the Brooklands timekeeper, starts a handicap event.



Competitors on the Campbell Circuit preparing for the start of the 1938 200-Mile Race.

One of the biggest pre-war events was the Ford Day in 1939.



Morgana Rather in a corner of the paddock at a Brooklands Museum event.

who advanced British technology on the ground and in the air, and the dare-devil exploits of drivers and pilots in the 1920s and 1930s. The Museum also tells the story of nearly eighty years of continuous aircraft production at Brooklands.

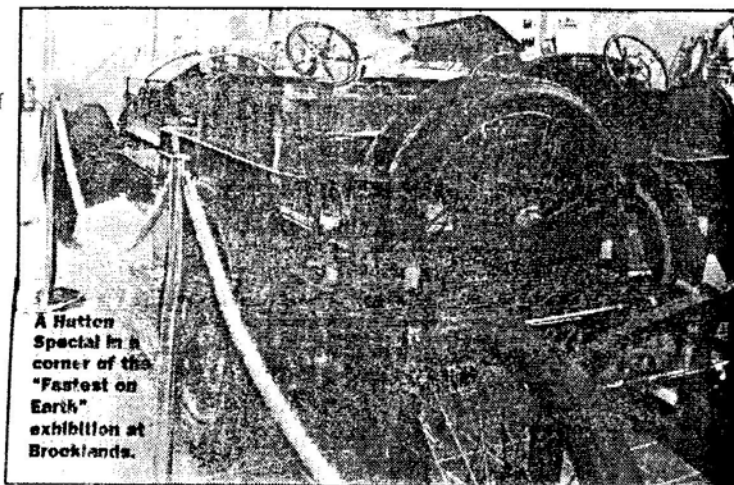
On the Museum's thirty acres are many of the original Brooklands buildings and features, three of which are protected historic buildings: the Clubhouse, the Members' Hill Restaurant and the world's first Flight Ticket Office built for Keith Prowse in 1911. A range of wooden buildings, once motor-

primary purpose was to house a weighbridge, cars being handicapped by weight in the manner of horse racing. It also provided changing rooms for drivers, and offices for stewards and officials. In time, facilities such as bars and restaurants were added so that Brooklands Automobile Racing Club members and their guests could enjoy the lifestyle for which Brooklands was to become famous. The Clubhouse continues to be the social centre of the site today.

Adjacent to the Clubhouse is the Motoring Village. This cluster

of workshops and tuning sheds (most of which still survive today) housed many of the most highly skilled racing specialists of the 1920s and 1930s. These included engineers, tuners, drivers and designers such as Leo Villa, Reid Railton, Robin Jackson and tyre fitter 'Dunlop Mac'.

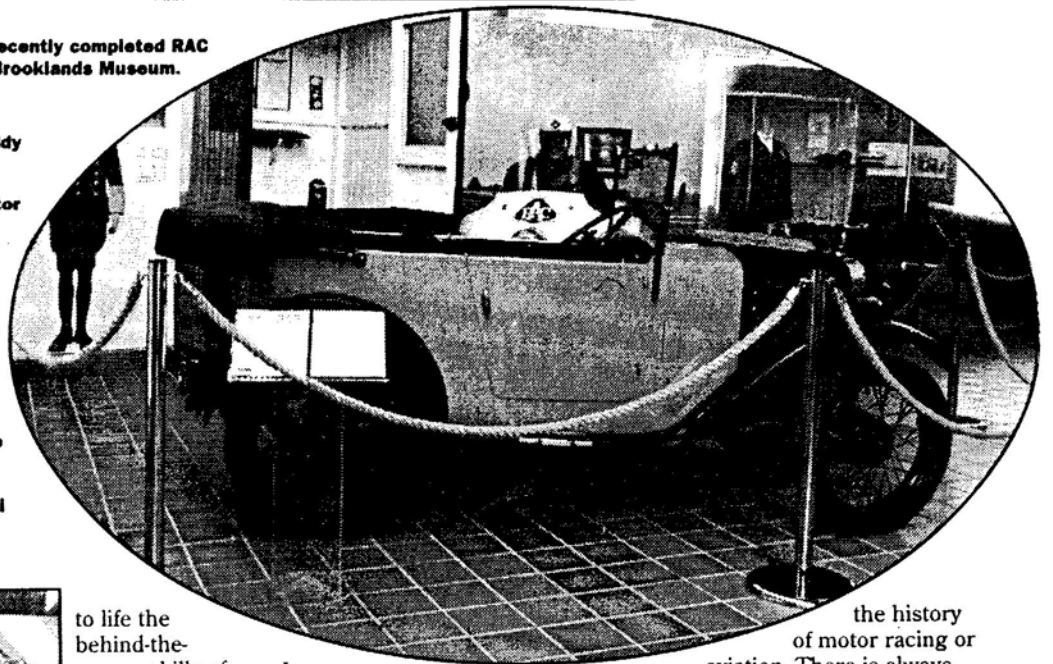
In 1987 Brooklands Museum Trust was formed to create a museum of motoring and aviation at the world-famous Brooklands Race Track. The Museum was formally opened in 1991, and chronicles the achievements of the pioneering men and women



A Hutton Special in a corner of the "Fastest on Earth" exhibition at Brooklands.

Part of a recently completed RAC display at Brooklands Museum.

**BELOW - Paddy Hopkirk at a Brooklands Museum Motor Sport Day, showing a young enthusiast the MGB he raced in the Le Mans 24-Hour event. Paddy was outright winner of the 1984 Monte Carlo Rally driving a Mini Cooper.**



to life the behind-the-scenes skills of tuners, mechanics and tyre changers in the original motoring workshops.

An exhibition telling the story of Grand Prix racing from its beginnings to the present day

is planned for the Jackson Shed. Other displays will recapture the wartime years with the unique Wellington bomber 'R' for 'Robert', and in a new hangar the civil and military achievements of more recent years will be demonstrated with exhibits such as the VC10 airliner, generously donated by the Sultan of Oman.

In all, thirty-five aircraft are on display, the most recent acquisition being the Vanguard donated by Hunting Cargo Airlines.

Today, Brooklands Museum attracts visitors of all ages and interests, and is particularly popular with schools which participate in a lively educational programme. It is also increasingly recognised as a unique and interesting place for corporate functions, and the Museum and its varied summer programmes of events have already attracted many thousands of visitors including families, tourists and motoring and aviation enthusiasts.

A visit to Brooklands is a must for anyone interested in

the history of motor racing or aviation. There is always something new to see at Brooklands, and readers may be interested in joining 'The Friends of Brooklands Museum', which costs £15 for a year's membership, or £20 to include a partner. There is also family membership available at £25. As a 'Friend', you will enjoy some very special benefits:

- Free access to the Museum (including dozens of special events)
- Exclusive social evenings with top expert (and amusing) speakers
- Regular issues of *The Spirit* (the Brooklands magazine that normally costs £2 per copy)
- And the chance to get involved with important and exciting projects.

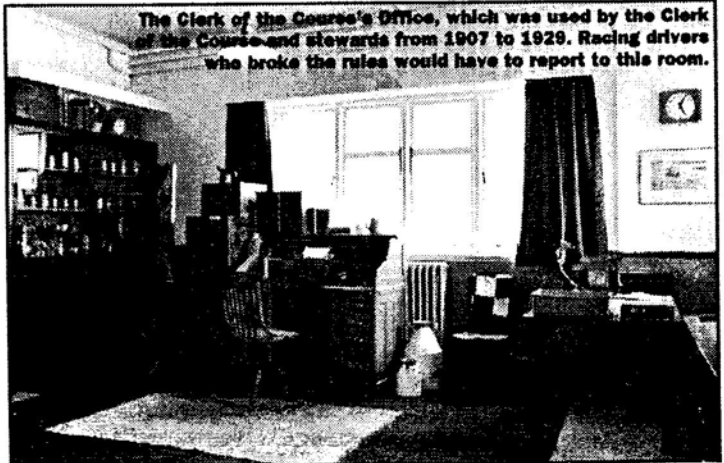
For further details write to The Association of Friends at Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0QN, or telephone 01932 857381. Alternatively, you may wish to become a member of The Brooklands Club, details of which are available from Celia Rhodes at the above address (please mention Classic Car Mart in any communication with Brooklands Museum).

I am grateful to Roger Ramage, the Marketing Manager at Brooklands Museum, for his help in the preparation of this feature. My thanks also to David Burgess Wise for his permission to reproduce certain facts from his original article on Brooklands. The photographs are reproduced by kind permission of Roger Ramage, Brooklands Museum.

The Brooklands Automobile Racing Club provided a room for Lady members in 1930 when major alterations were made to the Clubhouse.



The Clerk of the Course's Office, which was used by the Clerk of the Course and stewards from 1907 to 1929. Racing drivers who broke the rules would have to report to this room.



# KINSALE MAY 1999.

## UPDATE

We've had a good response for the Kinsale Trip this year with 30 cars booked in so far. If you haven't made your mind up yet - Hurry up space is limited

## SWANSEA - CORK ROUTE

Depart - Swansea Ferryport Thursday 6<sup>th</sup> of May 9.00 p.m. - Arrive Cork 7.00a.m.  
Leave - Cork Monday 11<sup>th</sup> of May 9.00p.m. - Arrive Swansea 7.00a.m. Tuesday 12<sup>th</sup> May.

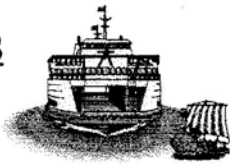
## FISHGUARD - ROSSLARE

Contact Debbie, Tenby Travel 01834 843214

Depart - Fishguard Ferryport Thursday 6<sup>th</sup> of May 2.30p.m. - Arrive Rosslare 6.00p.m.  
Short drive to Waterford for B.& B. - Leave Waterford Friday a.m. for drive to Kinsale.

Leave Kinsale Tuesday a.m. 12<sup>th</sup> May and drive to Rosslare for 10.50p.m. Ferry  
To arrive Fishguard 1.00a.m. Wednesday 13<sup>th</sup>. (Or take an earlier Ferry if you wish).

## COSTS



Swansea Cork Ferry £105 Rtn. Cabins Approx £34. each way.  
Fishguard -Route £119 Rtn. (Cabins not required).



Accommodation in Kinsale ranges from £17.00. to £25.00. per person per night for B&B for a room in a Guest House. To £25.00. to £55.00. per person per night in an Hotel. A room in the White House this year is £35.00. per person per night including full Irish Breakfast. The Kinsale Club has booked a number of rooms in the Kenmare Hotel at £39.00. per person per night for B&B and a dinner on Saturday night.

**Contact Tony Vaughan for any further details on Swansea (01792) 366640.**



After marrying a young woman, a 90-year-old man told his doctor that they were expecting a baby.

"Let me tell you a story," said the doctor. "An absent-minded fellow went hunting, but instead of a gun, he brought an umbrella. Suddenly a bear charged at him. Pointing his umbrella at the bear, he shot and killed it on the spot." "Impossible!" the geezer exclaimed. "Somebody else must have shot that bear."

"Exactly," replied the doctor.



A young blonde female stock broker was bored with driving her BMW. It lacked individuality and besides that, every other girl in the office had one. She fancied something a bit more individual, perhaps an MG convertible.



That week she visited her local car dealer and spied a beautiful Jaguar XK140 convertible. It was wonderfully restored and she fell in love with it's gorgeous red paintwork. An empty check stub later and off she was tearing down the leafy country lanes enjoying her beautiful new car. Her long blonde hair was flowing in the wind, music blaring from the radio, what could possibly go wrong?

At that thought there was a splutter from the engine and the car slowly coasted to a stop. She got out and lifted the hood and concluded after a few minutes that she didn't have a bloody clue what was wrong. Luckily she had her mobile phone with her and a quick phone call to the AutoClub and a short wait saw a bright shiny yellow van pull up behind her.

"That's a lovely car," said the mechanic. "What seems to be the matter?"

Well, it just conked out I'm afraid."

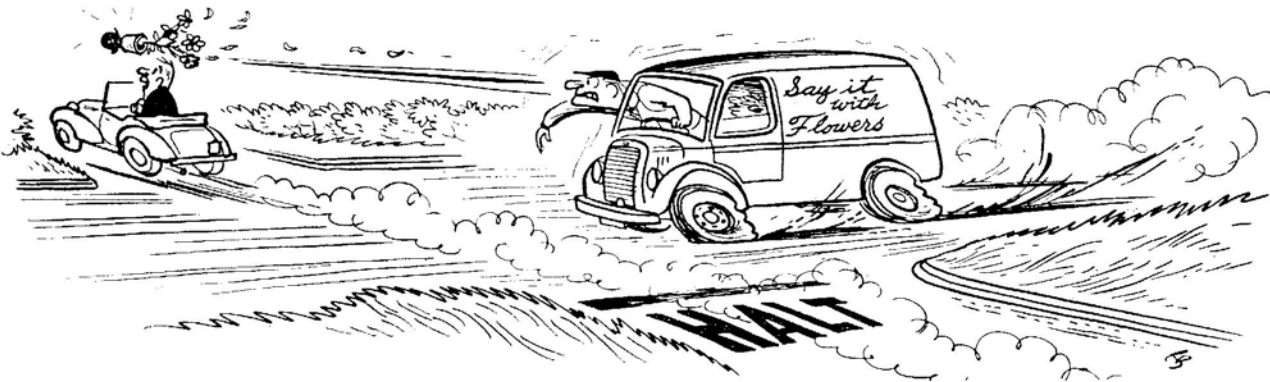
"Let me have look." He set to work and ten minutes later the engine was purring like a cat again.



"Thank goodness," she said. "What was the matter?"

"Simple really, just crap in the carburetor," he replied.

Looking shocked she asked, "Oh, OK. How many times a week do I have to do that?"



## ANSWERS

In last months Magazine Photo

"How well do you know your fellow members"

One of the occupants of the car was Rover, and the other was Alan Broughton !

Where has he hidden his pipe ?

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Muddled Motors Quiz

Who spotted the mistake ?

No.3. should have read Moon not Mono !

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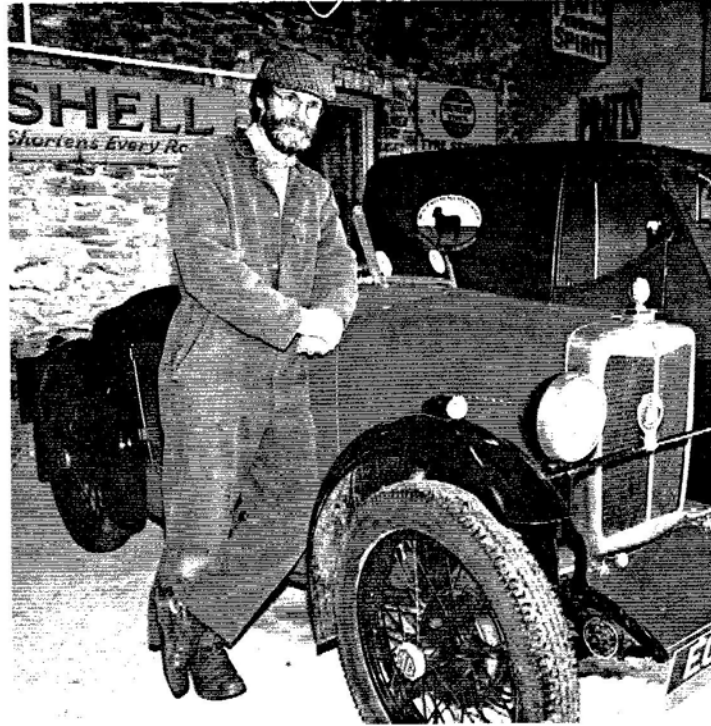


# CHANGING THE PACE

**M**ANY of us have thought about opting out of the rat race, but how many have actually gone ahead and done it? You know the idea - switching down a couple of gears from life's fast lane and building a less stressful alternative career.

It's a pipe dream for most people, but not for Shell Agency customer Neville Pugh and his wife Hilary, who swapped a 30-year involvement with the 'fruit and veg' business for the tranquillity of a 120-acre Welsh farm.

The rugged backdrop of the Pembrokeshire coast has always been home for the Pughs, but they are now a million miles away from the cut and thrust of their former routine. It was back in 1989 that Neville took the plunge and decided to sell up. He sold the three strands of his business - the wholesale fruit and potato merchandising, the haulage side of the company and also the marketing arm. The income from that enabled him to turn his home into a fully-fledged working farm. "We'd been living



*Neville Pugh with one of his wonderful vintage cars, surrounded by motoring memories.*

there since 1978," Neville explains, "but we'd never really done anything more than grow a few vegetables. Getting into farm-

ing has been my life's ambition and we just decided to go for it."

The farm has 45 Welsh Black cattle and 150 ewes and despite

the traumatic last 12 months which have affected farmers all over Britain, Neville says he's happy to tough it out: "I wouldn't swap this job for the world. My family has a farming heritage and although I enjoyed working in business, this is my passion. There is so much more freedom and relaxation."

Owning a sizeable farm has also helped Neville to pursue his lifelong hobby of classic motor cars. He has created a fascinating private museum of motoring artefacts some dating back more than half a century.

And Neville is also the proud owner of no less than 12 vintage cars, ranging from a 1939 MG to the oldest of the lot, a 1923 Lagonda that has spent all its life in Pembrokeshire.

"All the cars are still running," he says, "and I just keep adding to the automobilia. I've loved old cars ever since I bought my first Austin 7 and I have the space here to indulge myself." So what do the Pughs own as a runaround? What else but a Mini - a classic in its own right!



## CARMARTHEN

TO BE HELD ON THE 15TH OF MAY 1999. AT 11 A.M.

**AUCTION SALE OF COLLECTORS VEHICLES & AUTOMOBILIA**

TO INCLUDE

**CARS - MOTORCYCLES - AGRICULTURAL & COMMERCIAL VEHICLES  
SPARES & RELATED AUTOMOBILIA**

**ENTRIES NOW INVITED**

UNDERCOVER SALEROOM - NATIONAL ADVERTISING - CATALOGUED SALE

FURTHER DETAILS FROM THE AUCTIONEERS

**19, KING STREET, CARMARTHEN, SA31 1BH.**

**TEL. (01267) 233456. FAX. (01267) 2334548.**



LOADSAJAGS: The smallest model in his collection measures just half an inch and the biggest 21/3ins, but 'I have to dust them every week, otherwise my wife would sell them'

Photographs: BILL ORCHARD

# Wild about big cats!

**Peter Walters has a problem – he's addicted to Jaguar cars. His obsession has reached such a frenzy that he's scoured the country collecting over 5,000 of them but, as Guy Patrick found out, it's an addiction he's in no hurry to cure**

**P**ETER WALTERS is known as the Jaguar Man – and with good reason. He is addicted to them in every possible way. His Hertfordshire home is crammed with an incredible 5,000 models and he is prepared to travel anywhere in the country to add to that collection. But his enthusiasm doesn't

stop there. Mr Walters's house is littered with Jaguar pictures, Jaguar jigsaw puzzles, Jaguar videos and Jaguar books. Even his clock has a picture of a jaguar leaping out of the face. "I would describe it as an obsession," said Mr Walters. "I just love them." He even wears clothes that are also covered in Jaguars. "I have had jumpers specially made for me," he explained.

"One with an E-type on it, one with an XJS and one with a big cat leaping out. I've also got Jaguar jackets and hats." So where did it all start? "Well, you always have an ambition in life and mine was to build my own house and own a Jaguar," said Mr Walters. "I managed to do the house and now I have owned Jaguars for about 12 years. The collecting followed on from there and



## Mallow Vintage Run

July 2<sup>nd</sup>-5<sup>th</sup>

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

Details and prices to follow.

Contact Steve Pearson 01792~416985



I've been doing that for six years."

The smallest of his models is an XJS which measures just half an inch - compared with the biggest car in his collection, a radio-controlled Jaguar that is 2ft 3in. Forty-seven-year-old Mr Walters says his cars are worth anything from 50 pence up to £250 - and the entire collection would probably fetch about £15,000.

### Dust off

HE STORES the models wherever he can ... the attic, the garage and any spare shelf space. The only drawback is the dusting!

"I have to dust them every week. If I don't do that my wife would sell them."

Mr Walters used to buy his models from toy fairs, but now finds that people have heard of him and come to him.

He told Auto Express: "It doesn't matter where I go, people know me as the Jaguar Man. A bloke knocked on my door and sold me a big monogram kit of an E-type Jag."

"Last Christmas a lorry driver rang me from Leeds. He said he had a collection of 234 Jaguars and that he was changing to lorries. I met him and we did a deal on the spot."

### Club member

MR WALTERS just can't get enough of Jaguars. As well as his clothes and collection, he is also a member of the Jaguar Drivers' Club, the Jaguar Enthusiasts' Club and the Jaguar Car Club.

He looks forward to receiving all their magazines and he attends all their events, where he sets up a stall to sell some of his models.

His own collection contains an amazing 800 different types of model and he reckons there are about 1,400 in total which could be collected.

"It must be the biggest collection of its kind in Britain," said Mr Walters, who is employed as a clerk of works with the Three Rivers District Council.

At the moment he is driving a 1977 XJS and a Daimler 420. Until last weekend he also owned one of Jaguar's own publicity cars for the XJS. But he got 'such a good offer' that he was forced to part company with that one.

### Ambition

THE ONE ambition Mr Walters has still got is to actually visit the Jaguar plant and see how they are made.

But in the meantime he is already looking forward to the next Motor Show and all those gleaming Jaguars.

"At Christmas I treated myself to a home-movie machine and I'll be able to take two hours of film at the show," he said.

"I think they are the best British-made cars and they are a good status symbol."

However, for every-day purposes Mr Walters uses a Vauxhall. "I'm a Vauxhall man as well," he enthused ... but that's another story!

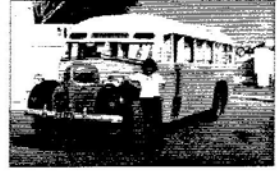
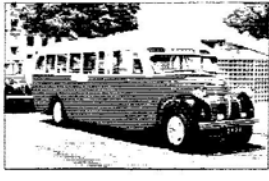
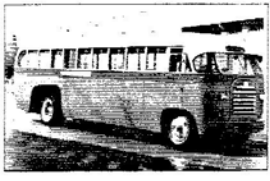
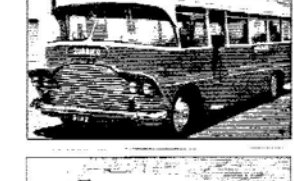
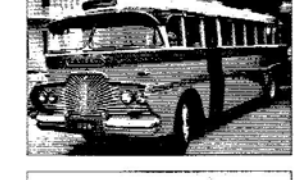
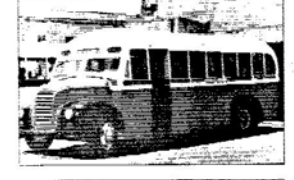
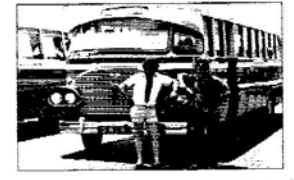


MEAN MACHINE: Peter with a fairly rare remote control model SS100 which is worth around £100

## ... and some small ones

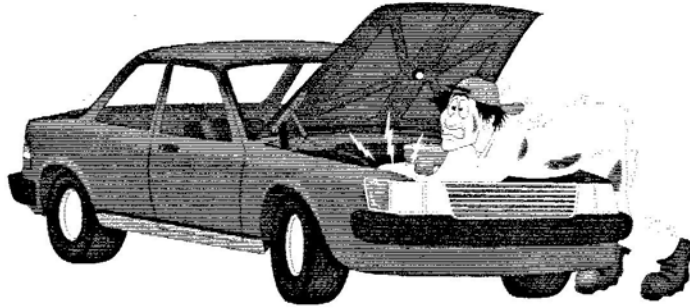
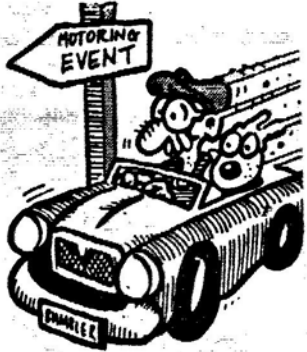


SMALL IS BEAUTIFUL: A Mark II 2.4 by Tri-ang (left) and a Mark I police car by Lincoln



### Malta Buses

# Shvr Events Diary



1999

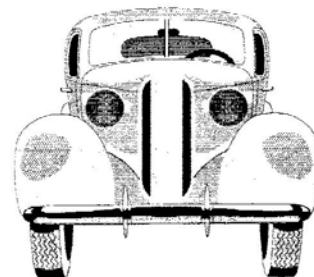
DATE	EVENT	CONTACT	Tel.
<b>March</b>			
15 <sup>th</sup>	Clubnight		
Sunday 21st	Sunday Run	Dave Channing	01269 845765
<b>April</b>			
4th	Pontarddulais Easter Run	Richard Smith	01792 894141
19 <sup>th</sup>	Clubnight		
Wed 28th	Evening Run	Alan&Christine Broughton	01269 870293
<b>May</b>			
Monday 3rd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



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

<b>August</b>			
TBA	SHVR Abertawe Tour	TBA	TBA
Sunday 1st	Milford Marina	Gerald Evans	01646 692911
19th	Clubnight		
Wed 28th	Evening Run	Alan&Christine Broughton	01269 870293
Sat-Mon 28-30th	Orllwyn Teifi Auction&Show	Derrick Davies	01559 370885
<b>September</b>			
Sat/Sun 11 <sup>th</sup> /12th	Beaulieu Autojumble	Mike Evans	01792 206686
Sunday 12th	Pontarddulais Vintage Show	Steve Thomas	01792 882382
Sunday 19th	Tredegar Hse Vintage Rally	D.Channing or R.Wood	01269 845765 01633 895145
20th	Clubnight		
Sunday 26th	Beacons Run	Robin Jones	01792 419780
Wed. 29th	Evening Run	Alan&Christine Broughton	01269 870293
<b>October</b>			
TBA	SHVR Autumn Run	TBA	TBA
18th	Clubnight		
Sunday 24th	Sunday Run	Alan&Christine Broughton	01269 870293
<b>November</b>			
15th	Clubnight		
Sunday 21st	Sunday Run	Alan&Christine Broughton	01269 870293
<b>December</b>			
20 <sup>th</sup>	Christmas Buffet		
26th	Sunday run		

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



## FOR SALE

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

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

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

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

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

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

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

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

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

## Advertisements

If you would like to place a large advertisement (full half or quarter page) in This magazine, then please contact Mike Palmer (01792 203638) or Dave Channing (01269 845765)

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

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

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

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

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

## Wanted

**MGA** for restoration. Contact John Williams tel 01792 864731

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

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



## FOR SALE

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

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

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

**Morris Minor** factory supplied Front N/S wing Contact Mrs K Pearce 01792 872219

**Humber Sceptre M** reg 4 door saloon 1725 cc twin carb. Twin h/light model. Broken ignition, otherwise will run. Haggling starts at £200. Nigel Phillips 01792 425680 after 6pm

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

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

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

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

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

**Rover P5B** coupe. Contact Ray Kethburn-Thomas

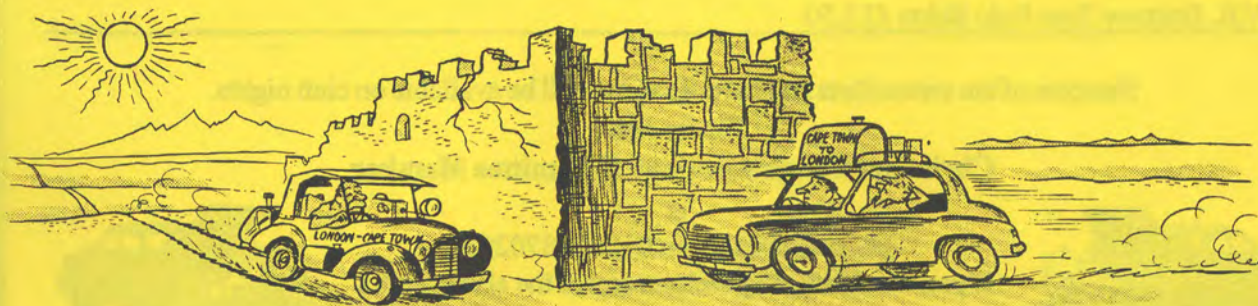
**Range Rover** Classic 1973 V8 petrol engine, New C/V joints New long drive shaft, radiator, starter motor and headlights and transmission brake. Harvest Gold colour and set of gold alloy wheels. Good interior, suitable for a collectors project. £1,500 contact Mr L Mills, 5 Cwmfelin Rd, Bynes. If out, leave a card and contact No



## 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



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

## SHVR REGALIA

### **Car Badges.**

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

---

### **Winter Warmers (Essential For Shows And Events).**

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

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### **Head Gear.**

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

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### **Woollen Hats.**

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

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### **Key Fobs.**

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

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### **Badges.**

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

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### **Windscreen Stickers.**

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

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### **Blazer Badges.**

S.H.V.R. Logo blazer badges. £8.00.

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### **Summer Essentials.**

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

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### **S.H.V.R. Umbrellas.**

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

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### **NEW ITEM**

### **Tie or Lapel Badges**

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

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### **NEW ITEM**

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

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

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

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

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

Please see:-

**Christine Broughton or any Committee Member**

or

phone Christine on 01269~870293.

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

