



S.H.V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER
22 YEARS OF SERVING THE ENTHUSIAST



MAY 1999 MAGAZINE



SHVR TAKES KINSALE BY STORM

Welcome!

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

Godfrey Hemmings from Abercarn with
his 1979 Lada.

Tracey Evans from Ogmore Vale with
a 1983 Capri.

Martin Davies from Skewen with a
1976 Triumph Stag.

Dave Roberts from Neath with his Morris
Minor.

(Dave works for the Evening Post, and
compiles Time Travels. It looks like our
enthusiasm has finally rubbed off!!)

S.H.V.R. OFFICERS

Chairman- Mike Palmer 01792 203638

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01792 205129

Treasurer- Robin Jones

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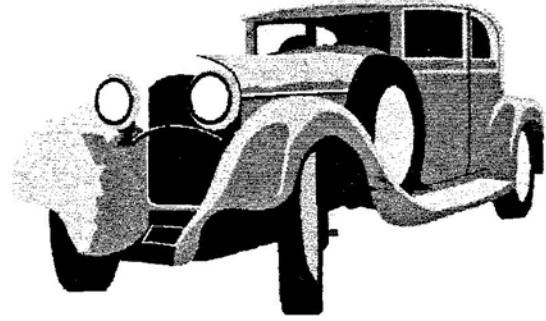
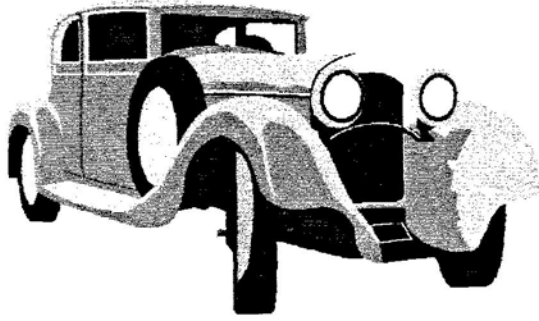
Mike Worthington-Williams

CLUB NIGHT COMPETITION

Does anyone recognise the S.H.V.R
member on the bike?

And its not the one in the middle!!

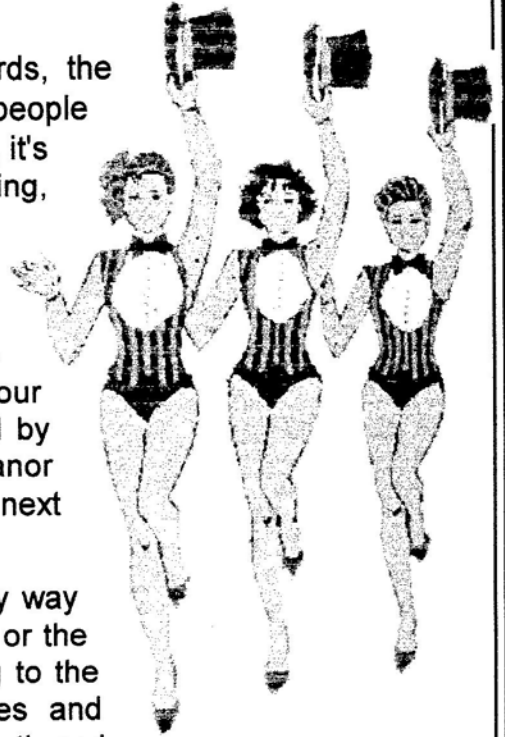




The Thoughts of Chairman Mike

Our May Day Vintage Car Fayre broke all previous records, the glorious weather ensured we had a continuous flow of people through the gates. For those of us who put the show together, it's been many weeks of hard work with lots of huffing and puffing, nagging and shouting, but when it all comes together it's great!

The help over the weekend to put the fencing out and mark out the area was tremendous, S.H.V.R. members and friends really put there all into it, **WELL DONE EVERYONE!!** Also our sincere thanks to the exhibitors and companies who helped by sponsoring our event, in particular Dean Thomas from Manor Park and Cabletel. A more detailed write up and pictures in next months magazine.



I am writing this in the lounge of the Koningin Beatrix on my way home from Ireland. I'm not sure whether it's the boat rolling, or the effects of the falling down liquid, but my pen is not sticking to the script, and there is a great temptation to tell a few tales and embarrass a few people, however that can wait until next month and will give those concerned time to get the ransom money to me!! There are one or two exceptions, in the interest of the club where we will have to print and suffer the consequences, the months delay will give those concerned time to change their identity and find safe houses!!

Liam and Anne Good and their helpers put on a fabulous weekend of events in and around Kinsale with the usual array of vehicles from far and wide, every year we say this is the best ever, and true to form this year was no exception.

Many thanks to those who contributed to this months magazine, a great help as I have been working on Singleton and then holidaying, so time has been limited.

I look forward to seeing you all on the Castles Run in June.

*Safe Motoring
Mike P.*



SHVR VINTAGE CAR FAYRE 1999



This year's event, the second one we have organised without the Round Table, marked the twenty-first anniversary of the SHVR Show in Singleton Park. We were blessed with a fine, dry day which resulted in a good attendance in the park and an excellent display of Vintage and Classic cars, commercial vehicles, motor cycles, tractors, military vehicles, pedal cycles and stationary engines, plus the largest ever number of Car Club stands.

The Singleton Park Show is not just about vehicles and machinery though, it is a fun day out for all the family with many other

attractions and side shows taking place throughout the day in the main arena, in addition to the popular Auto Jumble stalls which also included some bric-a-brac among the huge array of spares and parts for virtually every make of vehicle. In fact it is probably true to say that our Singleton Park event has grown over the past twenty-one years to become one of the best shows, certainly in Wales if not throughout the UK.

The Show's success of course is entirely dependent upon the tremendous amount of hard work, planning and organisation put in by SHVR members. It is appropriate, therefore, to take this opportunity to thank each and every one who helped setting up and running the event and making it so smooth running and enjoyable for visitors and exhibitors alike.

Judging of the various Classes is an important part of the Show, as quite rightly everyone who exhibits a vehicle or stationary engine is proud of their possession, and although they all receive a handsome plaque for entering, the ultimate prize is to receive a first, second or third Class award. A special thank-you then for the careful scrutineering of all the Classes carried out by the judges.

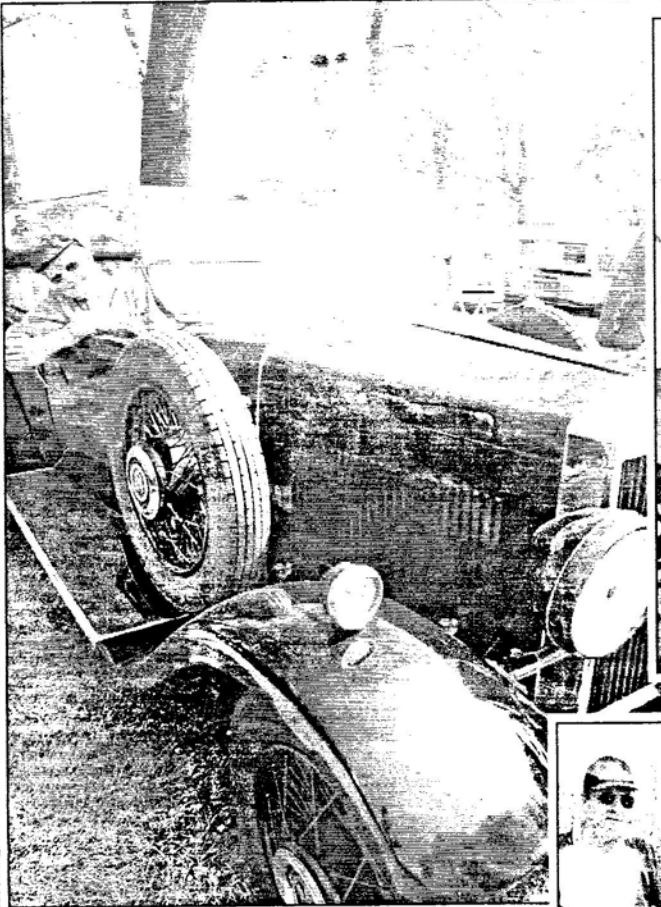
If you missed this year's Singleton Park Show, which attracted visitors from not only Wales but throughout England (which indicated its popularity nationally) then you missed an excellent day. Don't miss next year's show, which will be held on Bank Holiday Monday the 1st May 2000.

I attended the very first Singleton Show in 1979 and was then the only entrant living east of the Severn Bridge (although my parents live in Wales). A great club and a great show, see you there next May.

Ray Legate

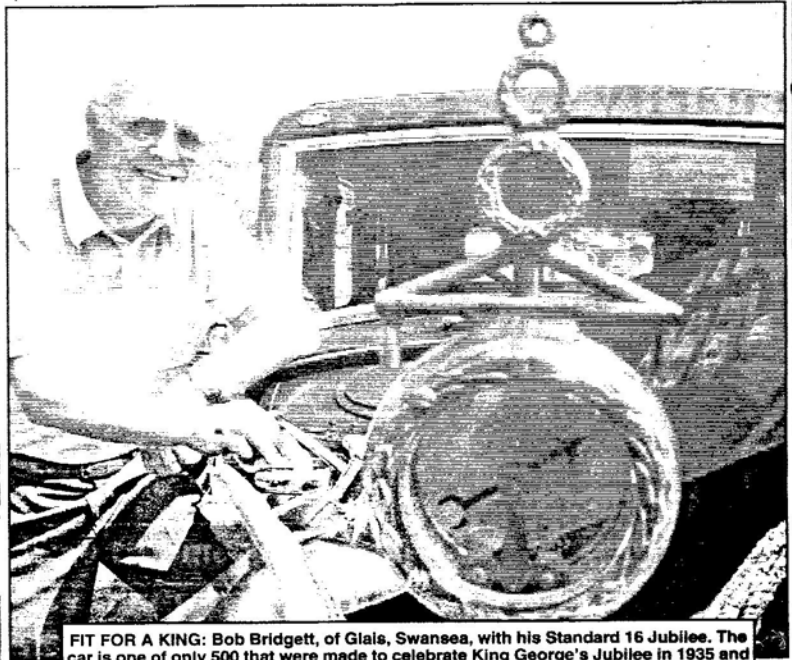


Record crowds visit twentieth vintage car show



PROUD OWNER: Linda Griffiths, of Swansea, in her 1930 Morris Oxford with her friend Joan Jones.

99-05-03/8575/ME



FIT FOR A KING: Bob Bridgett, of Glais, Swansea, with his Standard 16 Jubilee. The car is one of only 500 that were made to celebrate King George's Jubilee in 1935 and is the last one known to exist.

99-05-03/8573/ME

Lots of vroom to park

By TERRY CROCKFORD

A RECORD 10,000 people enjoyed Swansea's bank holiday vintage car show featuring more than 800 cars and commercials.

Families flocked to Singleton Park for the all-day show, the 20th organised by Swansea Historic Vehicle Register.

Vintage, veteran and classic vehicles on show ranged from cars and lorries to fire engines and tractors.

Around 80 auto-jumble stands were set up and the Wave Roadshow, a fairground, samba band and jugglers kept the crowds amused.

"Everything fell into place and someone gave us this wonderful weather, making it a great family day out," said register chairman Mike Palmer.

It was not such a good day for Plaid Cymru whose battle bus got stuck and had to be carefully manoeuvred out of a tight spot.



SEVENTH HEAVEN: With their 1934 Austin 7 are Richard and Diane Gree, of Carmarthen.

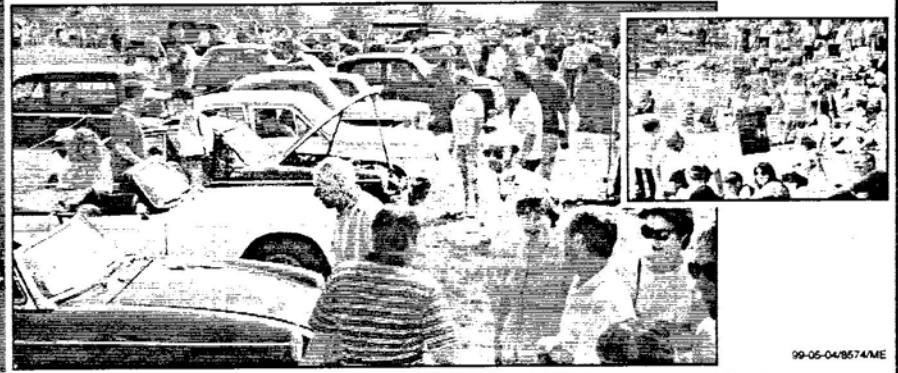
99-05-03/8575/ME



A REAL DAZZLER: Show visitors stop to admire one of the exhibits.



SUN AND CHROME: Large crowds enjoyed both the exhibits and the sun.



99-05-04/8574/ME

LIST OF THE CLASS WINNERS

SHVR VINTAGE CAR FAYRE 1999.

Class	1 ST	2 ND	3 RD
A Vintage Cars Pre 1931	R Evans 1929 Riley 9	A East 1930 Alvis	S Loveridge 1926 Alvis
B Post Vintage Cars 1931 - 1945	N Pugh 1939 MG	T Beaumont 1932 Morgan	B Bridgett Standard
C Post War Cars 1946 - 1959	T A Richards 1955 Alvis	G Oliver Austin Atlantic	M D Stokes 1959 A35
D Classic Cars 1960 - 1970	B Peebles 3 ltr Princess	B Ham Morris Traveller	W Fraser Austin 1800
E Sports Cars Pre 1960	M Adams Morgan 4/4	Dr Stubbins 1958 MGB	J Harris Alvis TB21
F Sports Cars 1960 ? 1970	G Evans Sunbeam Alpine	K Shepherd 1968 MGB	G Brawn 1968 MGC
G Commercial Vehicles	----- Ford Tanker Truck	----- Scammell Truck	D Bowen Morris 1000 P.O. Van
H SHVR Club Stand	G Anderson 1952 XK 120	J Price 1970 Rover 3.5 Coupe	R Pritchard Wolseley 6/80
I Motorcycles Pre 1930	P Joseph 1922 Royal Enfield	R Muirhead 1927 AJS	J Ellis 1921 New Hudson
J Motorcycles 1930 ? 1959	R Merchant 1959 Matchless G9	D A Davies 1952 AJS 18s (1952)	T Nichols R60 BMW (1963)
K Motorcycles 1960 ? 1970	G Beaty 1967 Velocette	E Davies 1967 BSA	K Lewis 1967 Greaves
L Tractors	R Bateman Allis	----- Ferguson	(NB: Only two tractors displayed)
M Stationary Engines	C Jones Lister 2L	P Evans Petter	R Simms Amanco Hired-Man
N Military Vehicles	C Donovan Dodge	T Peters Willys Jeep	D Floyd Bedford 15cwt GP Radio Truck
O Best Club Stand	Mercedes Benz	Ford Capri Club	Pontardulais Car Club
P Pedal Cycles	Rudge	Raleigh Ladies	Raleigh

PONTARDDULAIS EASTER BONNET RUN

Those S.H.V.R. members who decided to get up at an unbelievably early hour on Easter Sunday and join the Pontarddulais club for their Easter Bonnet run, had a fantastic day. I think the start time put a lot of people off. Chris and I had our doubts but are really glad we went and will definitely go again. When you realise that over 90 slow moving vehicles had to be at Cardiff before 10-30am you could understand the reason.

With Christine's sister Valerie and her son Victor in the Morris Eight and us in the Morris Cowley we arrived bleary eyed at the Pontarddulais start point. We were soon on our way down the M4 to join the old A48 at Margam. A number of classics and half the Normandy invasion force seemed to think Christine and I knew where we were going so they just followed us. A second group were starting from Bridgend. I misunderstood the instructions, thought we were



supposed to join them and turned towards Bridgend. This was followed by one of those quiet discussions that married couples have when one is navigating and one is driving. We then did a "U" turn and drove out again whilst waving to all those who had followed us and pretending it was all part of the official route. Without further incident we arrived on time at the St Fagans Open Air Museum and were soon parked in pre arranged groups around the grounds. We had been asked to wear fancy dress for the period of our cars and on arrival we had been given a set of clues for a treasure hunt to be completed while we were there. So you can imagine the sight which greeted the general public when they opened the gates. Old cars, lorries and military vehicles around every corner and a group of loonies in funny clothes looking under hedges for white pebbles or waste paper bins for crisp packets! A coach load of Japanese thought it was a Welsh springtime mating ritual! A nice meal was laid on for us at midday and it all ended far too soon with prize giving at 4:30pm.

The nice day also ended about then and we drove home in the rain under darkening skies. The Cowley is not as fast as the Eight and by following us Valerie was not revving fast enough to charge the battery so with wiper and lights on, the car finally expired at Morrision and she got home a little later care of the A.A. (very nice man). Never one to miss an opportunity Christine soon persuaded him that the A.A. should help sponsor the Singleton show. The result is that they came with one of their latest state-of-the-art patrol bikes.

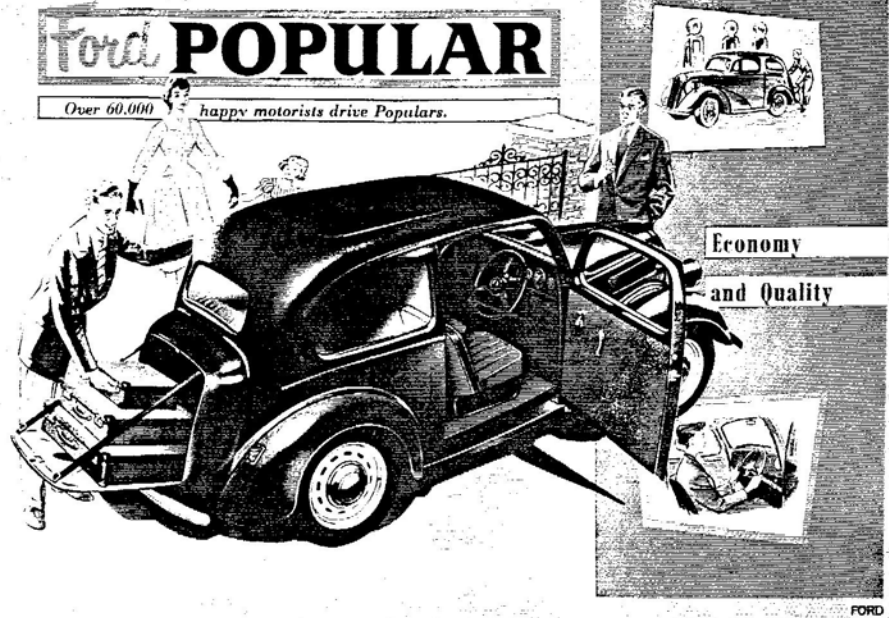
Altogether a great day out, we really enjoyed ourselves, and thanks again Pontarddulais for inviting us.

Alan Broughton

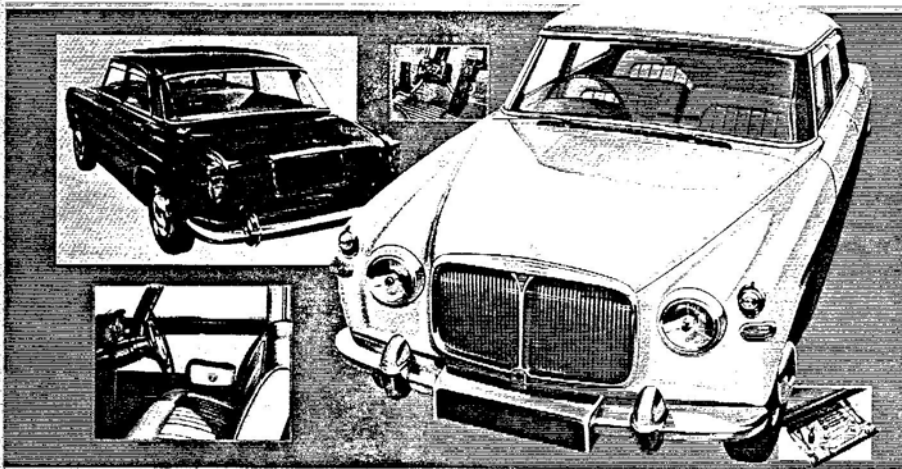
FORD POPULAR 103E
2-door saloon 1953

Last of the 'sit up and beg' Fords and billed as the world's cheapest car, the 103E was marketed below the restyled Anglia-Prefect launched the same year. Based on the 1939 export Anglia, it was de-trimmed, making do with painted bumpers, hubcaps and dash, plastic floor covering, single wiper and smaller headlamps. Parcel shelf, interior light and ashtray were all absent. The car's price, however, ensured success.

- ENGINE: Front driving rear. SV, S4-cyl, 1172 cc
- GEARBOX: 3-speed, floor change • TANK: 7 galls
- SUSPENSION: Leaf springs all round
- STEERING: Worm and nut • BRAKES: Drums
- WB: 7'6" • LENGTH: 12' 7 1/2" • KERB WT: 14 1/2 cwt
- PERFORMANCE: 30 bhp @ 4000 rpm, 0-60 55 secs, max speed 61 mph, 36 mpg
- Price: £390 • Production: 155,340, 1953-59



ROVER 3-LITRE



THE FINEST ROVER OF ALL — Autosport

MOTOR HERITAGE TRUST

ROVER 3-LITRE MkI
4-door saloon 1959

Up-market from the P4, the P5 was produced until 1967 in 3-litre form. The new monocoque body was 4-door only, the Coupe (1963) differing only in its sleeker roof line. The enlarged version of the P4's engine was controlled via manual, manual/overdrive, or automatic transmissions, and front discs were soon standardised. Deep carpets and polished wood were inside. The MkII (1962) and MkIII (1965) followed.

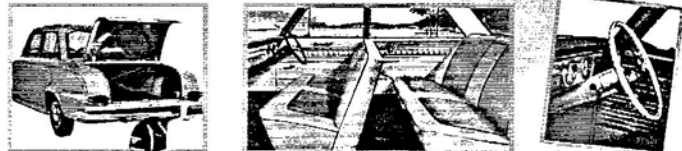
- ENGINE: Front driving rear. 10E, S6-cyl, 2995 cc
- GEARBOX: 4-speed, floor change • TANK: 14 galls
- SUSPENSION: Front ind., rear semi-elliptic springs
- STEERING: Recirc. ball • BRAKES: discs/drums
- WB: 9' 2 1/4" • LENGTH: 15' 7" • KERB WT: 32 cwt
- PERFORMANCE: 115 bhp @ 4500 rpm, 0-60 17 secs, max speed 98 mph, 19 mpg • PRICE £1783
- PRODUCTION: (inc MkIA) 20,963, 1959-62

VAUXHALL VICTOR FB 1.6
4-door saloon 1963

Completely re-styled, this replacement for the angular Victor F was roomier and more durable. Under its new skin, however, its predecessor's engine, transmission and chassis were little changed. The 1961 cars, in Standard, Super, De Luxe and estate variants, were joined by the up-market VX 4/90 in 1962. More power, better brakes, new grille and revised interior distinguished the 1963 series, seen here. The re-bodied Victor 101 came in 1964.

- ENGINE: Front driving rear. OHV, S4-cyl, 1594 cc
- GEARBOX: 4-speed, floor change • TANK: 10 galls
- SUSPENSION: Front ind., rear semi-elliptic springs
- STEERING: Recirculating ball • BRAKES: Drums
- WB: 8' 4 1/4" • LENGTH: 14' 6" • KERB WT: 19 cwt
- PERFORMANCE: 58 bhp @ 4600 rpm, 0-60 18 secs, max speed 82 mph, 25 mpg • PRICE: £635-840
- PRODUCTION: (All FBs) 328, 640 (1961-64)

the
"clean line
of good
design"



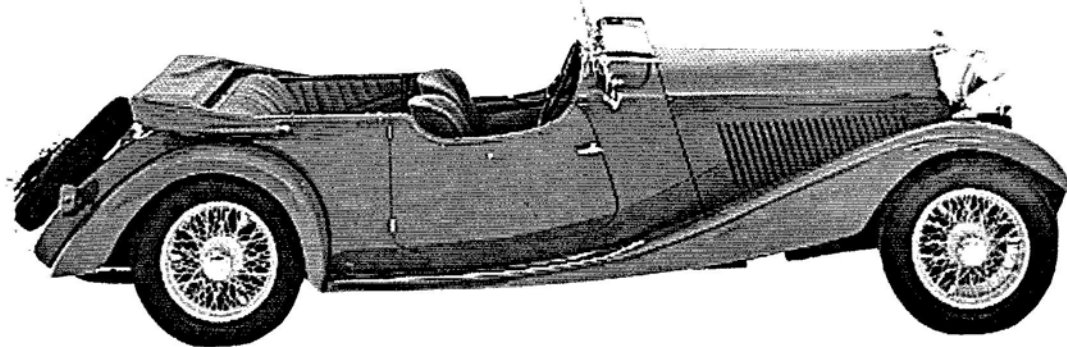
VAUXHALL VICTOR

S.H.V.R CASTLES RUN ~ JUNE 27TH 1999

Due to circumstances beyond our control we have altered the route of the run so the lunch time stop will be at the same place as last year, Llys -y-Fran Country park.

The run will start at Pont Abraham (junction 49, M4) at 10am sharp. We shall attempt to show you as many castles or monuments as possible. The run will cost £10 which will include a Monte Carlo style rally plaque, a memento of the day and lunch, drinks, for two people.

For more information contact **Mike Palmer** - 01792 203638 or **Ray Kethburn-Thomas** - 01792 205129.



OWNERS of classic cars up and down the country have been wondering what will happen when leaded petrol is finally phased out. Fast Lane talked to one of them whose love for vintage motoring centres on a true Italian masterpiece.

ITALIAN LOVE STORY

LANCIA is one of those great motoring names that conjures up a thousand images. Everything about the brand is pure Mediterranean magic and for Nicholas Leviton this Italian thoroughbred is his lifetime's pride and joy.

Nicholas, who lives in Mitcham in Surrey, is one of only 200 people worldwide to own a Lancia Monte Carlo - a Latin classic dating back to 1982.

Just 2,000 were made and the marque was given an added desirability by the fact that it was created by the Pinin Farina design house, the name behind 90% of Ferraris on the road today.

Rarity

Farina's people designed and built the car from the drawing board with Lancia providing a means of marketing the car.

It is now a genuine rarity and as Nicholas will tell you, a car that is guaranteed to turn heads wherever it goes.

"People think it's a new Lancia model that's about to be launched," he explains. "They don't realise it's been around for



CLASSIC: Lancia's rare Monte-Carlo.

nearly 20 years." The Monte Carlo Nicholas keeps under lock and key in a garage in Beckenham, Kent is in absolute mint condition - and it's no wonder with the tender loving care it receives.

For a start the garage has a precision temperature control to ensure that no moisture seeps into the vehicle.

The Monte Carlo is particularly susceptible to rusting. And Nicholas only ever takes the car out in dry weather to classic car shows. Added to that it sits on axle stands to protect the suspen-

sion and is dusted and polished once every six months. He hopes to show the car at the next big classic showcase at Alexandra Palace in March next year.

He says: "My uncle bought the car back in 1987 and left it to me when he died because he knew I had a love of cars.

I've had other classic cars in the past, such as a 1965 Mini Cooper and an old Scimitar, but there's no doubt the Lancia is my all-time favourite."

Nicholas can't even leave cars behind at work. He's a fleet

manager based in London, although his 35-strong group of vehicles features Mercedes, Fords and Range Rovers rather than Lancias.

He says: "A lot of my friends have classic cars which will only run on leaded fuel. We are all worried about what will happen when four-star disappears. There's a huge question mark over what alternatives will be available.

I think there's been a lack of information coming from the Government so far."

AROUND THE COAST OF BRITAIN



Part One :- Anne Lewis

Saturday 1st May dawned – 7.0am drop off. I had an important weaving day so I couldn't go to the actual start in St. Davids. It was great to know that all the planning and preparation was finished and the wheels actually being set in motion.

Now I'm no mechanic or engineer, I leave that to David so I felt so sure that everything would go well. Our family motto is "don't ring unless

something is wrong" My first shock phone call was from Cardiff. Things had gone wrong – 3 breakdowns, but they'd arrived at the end of day 1, tired and bum-weary but happy. Their host's insisted they all phoned home. No doubt Chris and Eirio's new baby had a lot to do with it. This wonderful welcome and enthusiasm greeted them from now on.

Cardiff to Bude - plenty of traffic but easier riding.

Bude to Looe - fantastic scenery, passing almost in a blur ! They didn't visit the Pottery !

Looe to Weymouth - early arrival so more leisurely servicing of bikes - time to collect money from ferry passengers. B & B free, courtesy of a "won over" landlord. All I wondered was why hadn't they had a famous crab tea in beautiful Weymouth? Having lived there I had fond memories of it.

Weymouth to Hastings – no phone call, good news !

Hastings to Hockley – A phone call, 2.0pm ish from the "green" at Walmer. David and Co. were sitting having a coffee looking at the sea. Did they have time to visit my sister, recently moved there from Pontardawe? Having driven hundreds of miles, David got lost on his walk to Jane's - bad navigating or bad directions ?

Several phone calls that day – Jane to say David had called. David again to say he loved the house and it's views of the sea etc., and that they were now in Cromer.

Had they been to the fossil beech and the Smokery for food ? -no, no time; we've obviously got different priorities!

The next day was a day of rest so the local group organised a nice 100 mile bike ride! Unfortunately they got soaked, but the scenery was fascinating. Had they 'done' any of the Weaver's way ?- NO! Our Daughter Rachel arrived from Australia with her two girls (Jessica 3 yrs and Emily Jane 6 months.) and guess what ? The sun switched off. David assured her he'd bring it back from Scotland !

Not many days left till Mike Smith takes over from David in Carnoustie. No news from Alnick – Carnoustie next stop. What will they visit in Edinburgh -Castle ? . Museum ? Art gallery ?--I doubt it, 'No time'. Have they become like Alice's white rabbit ?

Ah well, they've achieved a lot so far. All the doubters who thought they were expecting far too much of the bikes, planning and themselves, have been proved wrong. Rachel, The girls and I are waiting eagerly to see David (Dadcu), weary, bumsore, back aching but elated.

All I can say is that if we women had ridden how very different it would have been, Now he promised to keep a diary – we'll see !

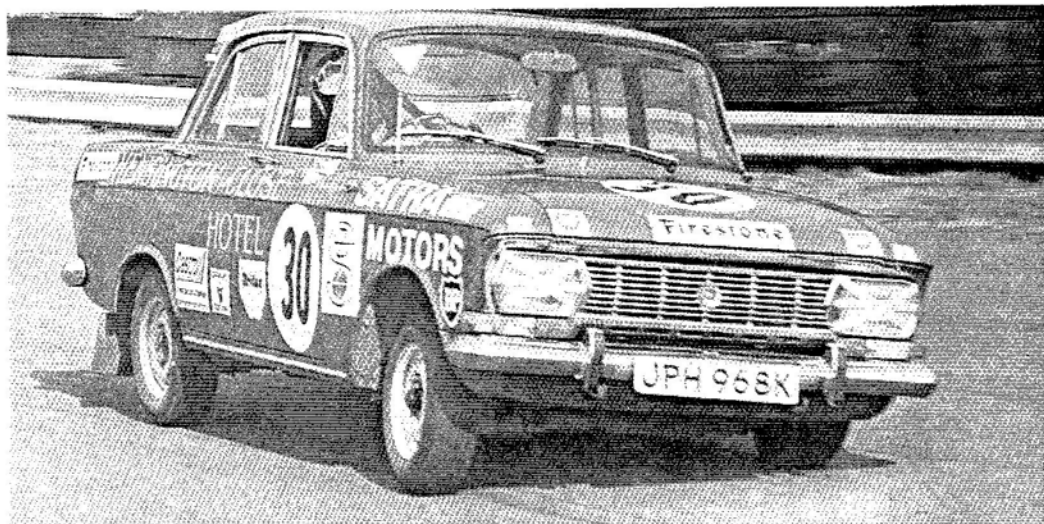
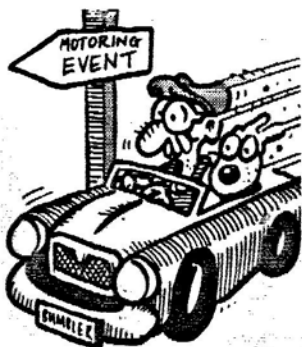
TO BE CONTINUED.....



BEST FEET FORWARD FOR RONALD MACDONALD

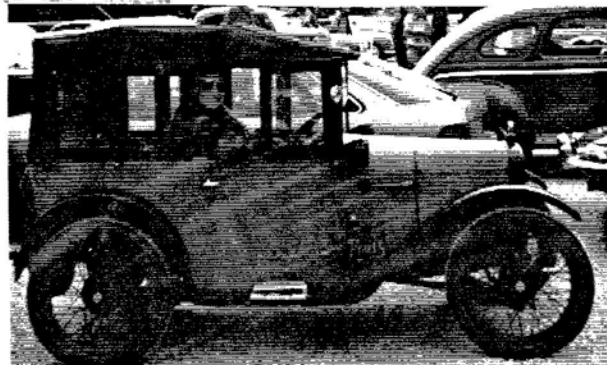
As usual we were asked to supply a vehicle for Ronald Macdonald's visit to local hospitals. This years Chauffeur was Ray Kethburn-Thomas, ably assisted by his daughter Becky. They encountered the usual fun & games i.e. we can get Ronald in the car but what do we do with his feet.

So there we were driving down the dual carriageway with one foot hanging out of each of the rear windows proceeding towards Morrision Hospital. On arrival at the Children's ward we were greeted by a Doctor waving a scalpel, saying "If you have any trouble getting him out, leave it to me!!". Ronald then sprinted to the Children's Ward where he entertained the kids for an hour or so before returning to Macdonalds for another magic show.

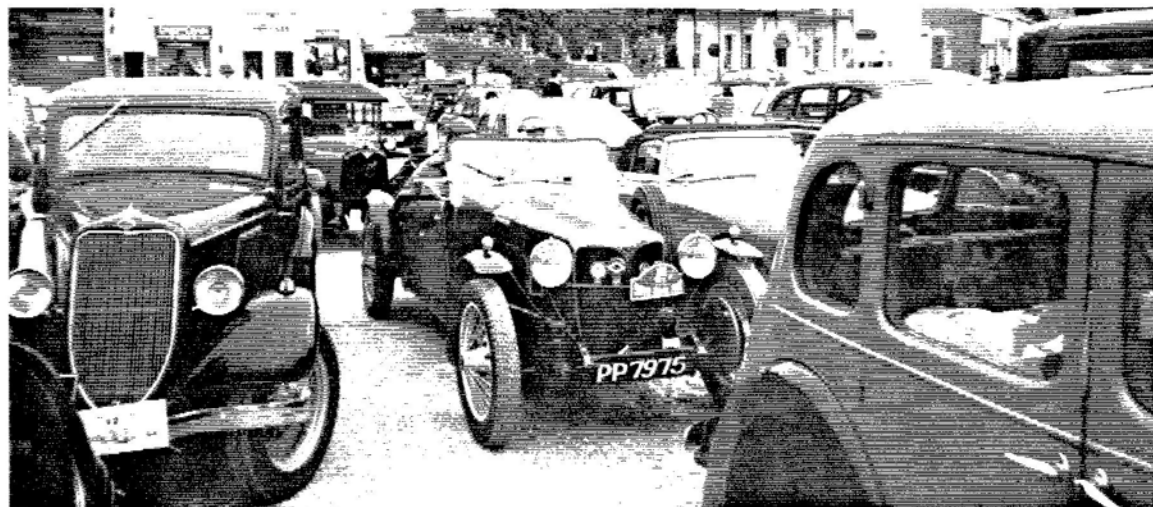
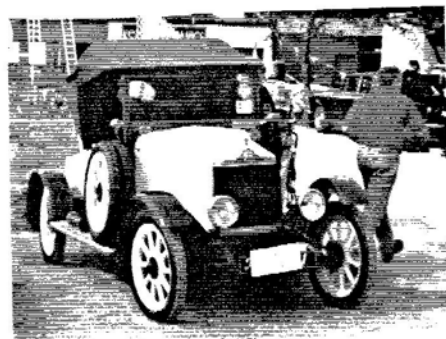


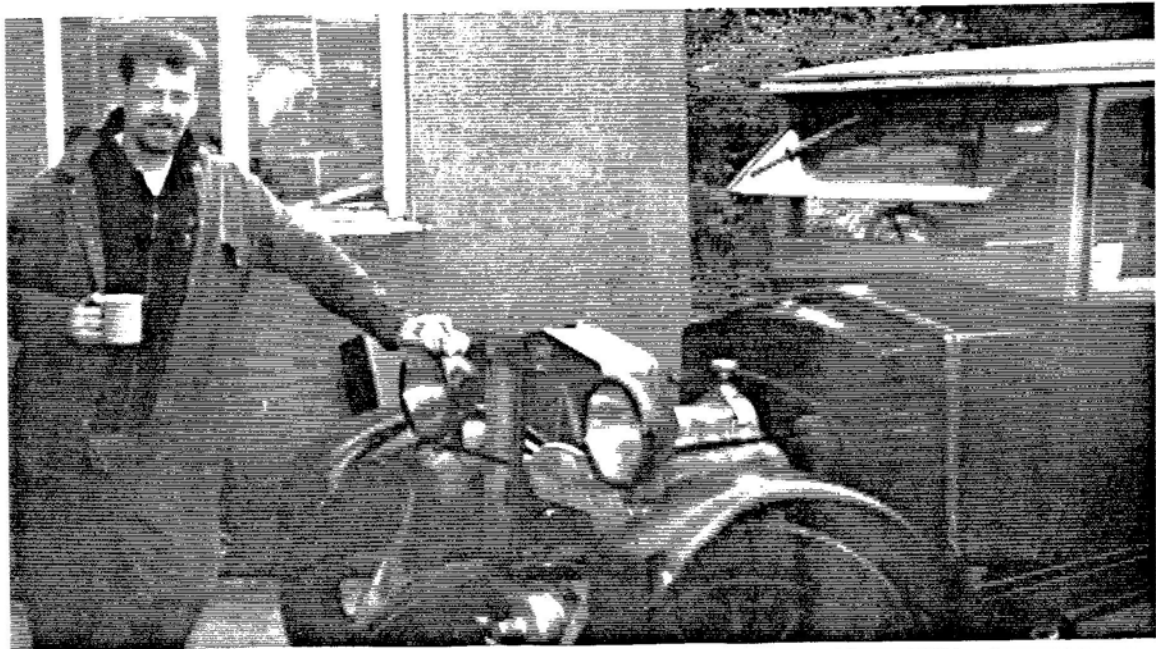
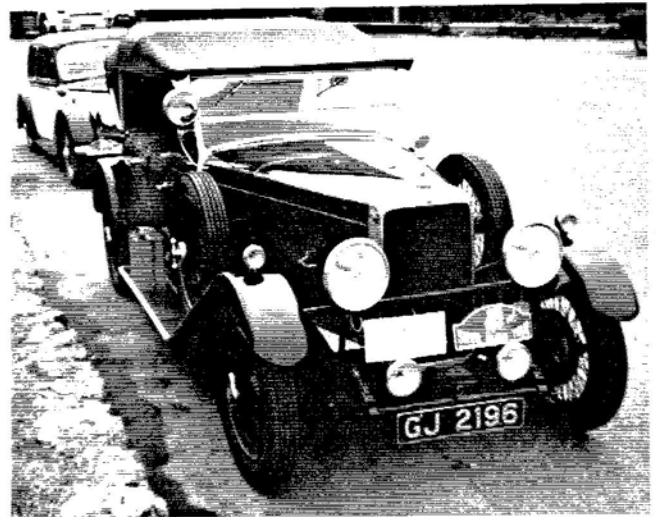
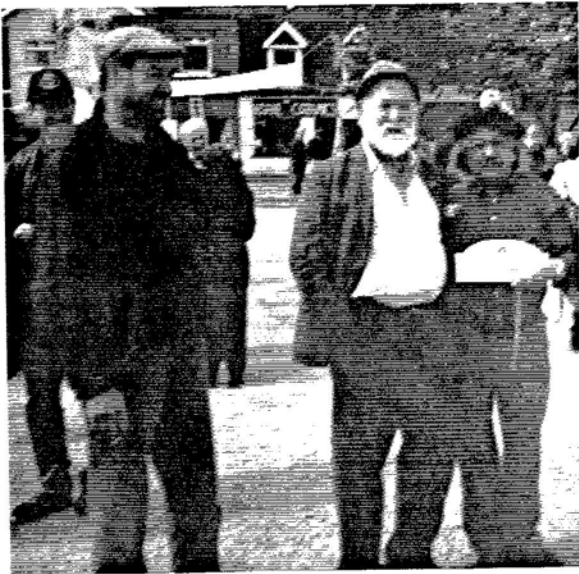
Above, A brave, brave man, judging by the Moskvich's reputaton for horrid handling and minimal brakes. These 1500cc Russian cars enjoyed a brief moment on the British market in the early 1970s, hence this one tearing up the tarmac at Oulton Park in 1972.

Left, Another rarity from abroad was this Volvo PV544, motor sporting at Leicester in 1962. These excellent cars were never officially imported into Britain, although this one is UK registered. Shame that the same policy did not apply to Volvo 340s 15 or so years later on!



S.H.V.R. KINSALE 1999





BEAULIEU SPRING AUTOJUMBLE

My wife, Birdie, and I motored down to Beaulieu on Friday the 7th May in pouring rain, but as we entered the New Forest the sun appeared and shone throughout the two-day event with only a brief shower on Saturday afternoon. Although a smaller version of the September Auto Jumble, it was reasonably well attended and most stallholders seemed to be happily doing business, wheeling and dealing with the visitors.

The show was sponsored by your favourite magazine ? CLASSIC CAR MART ? which will also be sponsoring the Auto Jumble in September, so do make sure that you go to that event. Whilst looking around the show I met with Harold Wilson, Harry Griffiths and Les Jones, and also Lyn Thomas who had a stall in one of the marquees. Good to see a few of the SHVR lads there.

A large contingent of Car Clubs had their members cars on display, there was a fine selection of classic and vintage cars for sale and a special area had been set aside for the PRIDE OF OWNERSHIP display which I had been asked to judge. Different from a concourse event, the entrants were required to write on card, displayed in the windscreen, why they were proud of their car; one pre war and one post war was selected, based on this information, each owner receiving a signed certificate, one year's free subscription to Classic Car Mart and an engraved Cup. Lord Montagu kindly agreed to join us for the prize giving and to present the winners with their awards.

A thoroughly enjoyable two days was had by all visitors who could also have free access to the Beaulieu Motor Museum.

Thanks to Judy Davies and her staff for a well organised Beaulieu event.

Ray Legate

PENCOED SHOW SUNDAY 9TH MAY

The call of the Emerald Isle stops many of us from going to Pencoed Show, which is organised by the South Wales Classic Car Club. This year many of the old faces made it to the show to sample the efforts of others, having successfully completed our own Singleton Show. It was good to be able to sit down and have a picnic for a change without having to sift through loads of paperwork, or marshall the autojumble. Looking at the weather on Saturday we were not sure whether to take our swimming trunks, however the sun came out on Sunday morning and shone on John James and his team who fought hard against the elements and won.

There were over 500 cars and exhibits at the show, a good cross section of vehicles. The autojumble seemed to be the first port of call for many who were seen leaving with that all important part and a smile on their face. I was successful in acquiring a new steering lock for Christine's MG, which keeps me in her good books for another week at least. My congratulations to the SWCCC for an excellent show and for the relaxation which was so desperately needed after Singleton.

Many thanks for a good day out and yes we did take the empty wine bottles home afterwards.

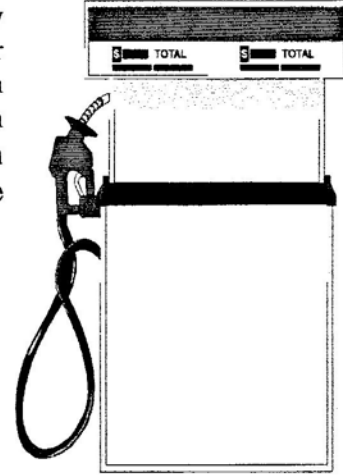
Alan Broughton

PS - Thanks for the cup of tea Harry !!

A LAYMANS VIEW OF UNLEADED PETROL

With the Government poised to phase out Leaded petrol we are now faced with a wide range of products all claiming to reduce or eliminate Valve Seat Recession (V.S.R.). To this end the Federation of British Historic Vehicle Clubs (F.B.H.V.C.) have conducted an extensive programme of testing at the Motor Industry Research Association. Of all the additive products submitted for testing, the following four have received full F.B.H.V.C. approval:-

1. Millers VSP-Plus.
2. Red Line Lead Substitute.
3. Superblend 12/Zero Lead 2000.
4. Valve Master.



These products are sold at different levels of concentration and so their levels of addition to the/your petrol are different for each product. So if you select a product on price you should also check how much you are going to use per gallon. They do not all use the same active components so do not "pick and mix" once you have chosen a particular brand you must stick to it. As the ingredients in one may destroy the protection afforded by another. I suppose the same will apply to Leaded Replacement Petrol (L.R.P.) which will be marketed by certain petrol companies and sold via forecourt pumps. But since they all refused to submit this product for testing by the F.B.H.V.C. we do not know at present. But it is likely that the active ingredients are to be at much lower levels of concentration in L.R.P. than those in the D.I.Y. version. On the subject of how much to add, you should as far as is possible and practical stick fairly closely to the levels suggested by the manufactures. The reasons for this are that once the gasses have passed over the valve seat and done their job, they then swirl around the underside of the valve itself. Too much at this point can build up on the valve causing it to stick. Also some Sodium based products can have a detrimental corrosive effect on the valve itself and then the cure can be almost as bad as the disease.

This is of course a simplified overview of a very complex question. But it does seem to me to be an awful lot of fuss when it now transpires that the original tests that provoked the phasing out decision were later found to be based on flawed evidence, and the unleaded petrol now turns out to be far more dangerous to health than the product it's supposed to replace! But like a lot of other government decisions they went so far forward before they found out they were wrong, they could not back down without losing face. I read with interest a recent article on lead pollution levels in New York one of the most vehicle-congested cities in the world. In order to establish a true picture over the whole period of motor vehicles, core samples were taken from the silt of the lakes in Central Park. The levels of vehicle produced lead found, were extremely small and almost all the lead found came from the burning of solid fuels and domestic waste.



The Government has backed off a little bit and now says it will not totally ban the sale of leaded fuel from 1st Jan 2000. They will allow a few selected garages in each area to continue their sales; Jan Glinternick tells me she has applied for Abertawe Service Station to be one of those outlets!

Alan Broughton

S.H.V.R. EVENTS DIARY.

DATE	EVENTS	CONTACTS	TEL.
MAY			
Wed 26 th	Evening Run	Chris Broughton	01269 870293
Sun 30 th	N&DVVC Dan-yr -Ogof Run & Show		
Sun 30 th & Mon 31 st	Vintage Rally Abergavenny	J. Fletcher	01873 830926
Mon 31 st	NVTEC Penparc		
Mon 31 st	Marie Curie Cancer Day Pembrey 2 nd annual ladies driving challenge	Alison	01792 473070
JUNE			
Sun 6 th	RSOC Margam Park		
Sun 13 th	Teddy Bears Picnic Pantyderi, Boncath	Mr & Mrs Lloyd	01239 841363
Sat 19 th —Sun 20 th	H/West Steam Fair		01646 651359
Sun 20 th	Swansea Festival of Transport		
Mon 21 st	Club Night		
Sat 26 th	Chelsea Cruise	John Moody	TBA
Sat 26 th	Pontarddulais Carnival		
Sat 26 th —Sun 27 th	Leukemia Historic Rally	John Surridge	
Sun 27 th	Castles Run	Mike Palmer	01792 203638
Wed 30 th	Evening Run	Chris Broughton	01269 870293
JULY			
Sun 4 th	N&DVVC Swansea Valley Agric. Show		
TBA	Wings & wheels	Pembrey Airport	TBA
Mon 19 th	Club Night		
Sun 25 th	Scolton Mannor	Tony Allen	01646 651240
Wed 28 th	Evening Run	Chris Broughton	01269 870293
AUG			
TBA	SHVR Abertawe Tour	TBA	TBA
Sun 1 st	Milford Marina	Gerald Evans	01646 692911
Mon 16 th	Club Night		
Wed 25 th	Evening Run	Chris Broughton	01269 870293
Sat 28 th —Mon 30 th	Orllwyn Teifi Auction & Show	Derrick Davies	01559 370885
Mon 30 th	Pontarddulais Agric. Show		
SEPT			
Sat 11 th —Sun 12 th	Beaulieu Autojumble	Mike Evans	01792 206686
Sun 12 th	Pontarddulais Vintage Show	Steve Thomas	01792 882382
Sun 19 th	Tredeggar House	D Channing	01269 845765
Mon 20 th	Club Night		
Sun 26 th	Beacons Run	Robin Jones	01792419780
Wed 29 th	Evening Run	Chris Broughton	01269 870293

OCT			
TBA	SHVR Autumn Run	TBA	TBA
Mon 18 th	Club Night		
Sun 24 th	Sunday Run	Chris Broughton	01269 870293
NOV			
Mon 15 th	Club Night		
Sun 21 st	Sunday Run	Chris Broughton	01269 870293
DEC			
Mon 20 th	Christmas Buffet		
Sun 26 th	Sunday Run	Chris Broughton	01269 870293

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.



Mike Glinternick waiting for "take off" clearance from Singleton Tower

ONE OVER THE GATE!

To all the Taylors Meadow Gang ! a great big thank you. You all did a fabulous job and we all had a Super Day. The thing I'm really pleased about is that at no time did the queue of entrants ever back up onto the road outside. Due mainly to the efforts of the S.H.V.R. Chippendale team in the approach lane (ladies note-details available on request). Everyone worked together and it ran like clockwork with the odd problem or awkward case dealt with off the main road and not holding the main flow up. We seem to have hit on a winning formula and I think we should stick to it . With most of the gate being manned by ladies and most of the entrants being men there seemed to be less confrontation and delay. You see sex is good – even on the rally field !

Chris Broughton

THE GURNOS ESTATE OLYMPIC BID.

The people of the Gurnos Estate have made a late application to host the 2004 Olympiad. However, there has been a request that some of the events and traditions are modified in order to give the locals a greater chance of winning some medals. The Olympic Committee is therefore being asked to consider establishing the Olympic Village in the New Gurnos. Showers will be in full working order as soon as the copper piping is brought back, but arrangements have been made if necessary to use Cyfarthfa Lake. The use of drugs will be closely monitored. A spokesperson said that drugs will be available only from the Gurnos Club. Asked about urine samples, the spokesperson said that no-one takes the piss out of the local lads and offered the researcher outside. The Olympic flame will also be slightly different. The lighting ceremony will go ahead in the time-honoured tradition of torching a VW Golf GTI.



Proposals have been put forward concerning rule changes in the following events :-



1. The 100 Metre Sprint :- Athletes must complete the course in Oak Road with a video recorder under one arm and a microwave under the other. After 20 metres a Police Dog will be released in each lane.
2. Fencing :- The protective mesh face guard will be removed and replaced with a black ski mask, according to local custom. Athletes will then be asked to dispose of a selection of antiques, electrical goods, watches, mountain bikes and car radios the shortest possible time.
3. Boxing :- this event will be restricted to husband and wife teams and the finals will be held in the Club on Saturday Night. The husband must down at least 12 pints before encountering his wife, where she will announce one of the following :- (a) There's nowt for your tea. (b) The tellys been repossessed. (c) Our Tracy's up the stick. (d) I'm up the stick. (e) The woman up the road is up the stick and she says it's yours.
4. Triple Jump :- This will revert to the old name of Hop, Skip and Jump and will be sponsored by H. M. Prison Service. Medals will be awarded to competitors who find the most ingenious way of jumping bail.
5. Tug of War :- Chains will be fixed to one of the concrete bollards at the Gurnos Shops and the winning team will be the ones who can haul it out quickest.
6. Equestrian Event :- Horses, ponies and assorted nags can be collected from Galon Uchaf fields and medals will be awarded for tethering them in the most unusual places.
7. Shot Putt :- House bricks will be thrown from various distances at suitable plate glass windows, especially the chemists, the newsagents or at any traffic in the hospital car park.
8. Walking :- Athletes must be accompanied by a Pit Bull Terrier, Doberman, German Shepherd or Whippet. Ferrets and push-chairs do not count.
9. Cycling :- The Committee are unanimous in their ruling that tandems are for poofs, but most cycles will accommodate two as long as they have no brakes or lights and are ridden on public footpaths, they must be mountain bikes and they must have spent at least a week in the River Taff.

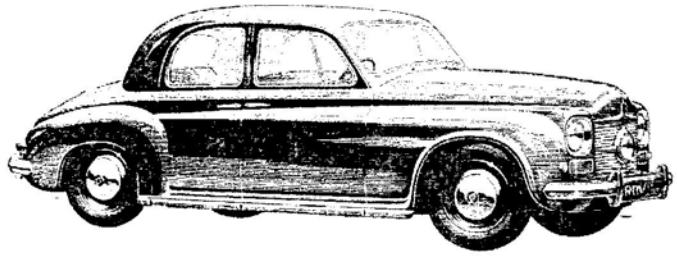
The Committee is confident that sufficient funds can be found to stage such a major international event and looks forward to the true spirit of the Games flourishing in this little part of Wales. They urge the I.O.C. to consider this application in the light of that tried and tested local saying :-

IT'S NOT THE TAKING PART THAT COUNTS. IT'S THE TAKING APART !



SCOLTON MANOR JULY 25TH 1999

Neville Pugh from Pembrokeshire informs me that Greens of Haverfordwest are sponsoring their show this year and are making a feature of Rover cars. They would very much like to hear from any Rover (particularly 75) owners. You can contact him on 01437 890143.

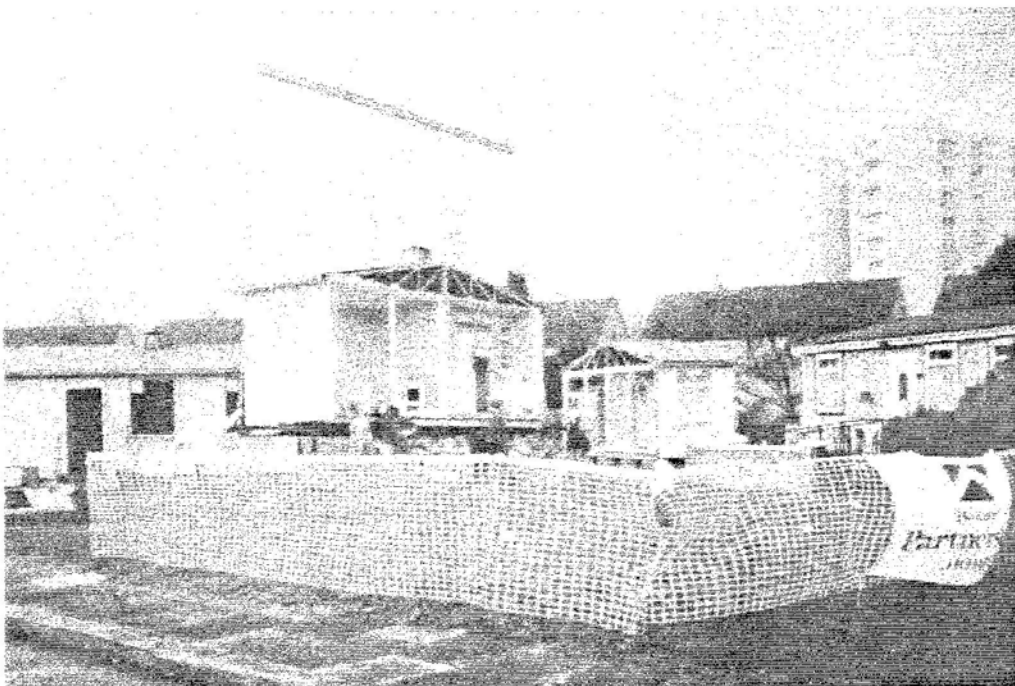


JAGUAR FACTORY & HERITAGE MUSEUM VISIT

A coach trip is being organised to the Jaguar Factory and Heritage Museum on 5th July 1999. This will be along the lines of the Rolls Royce Factory visit organised by Chris and Alan Broughton last year. Rumour has it they may well be in charge of catering again. By going on a week day we will be able to see the new S-Type being manufactured. As is the case with these things, be prepared for an early start. Pick up points will be arranged nearer the day. The trip costs £12.50 a head and includes the cost of the coach and entry to the factory and Jaguar Heritage Museum. For further details, please contact Steve Mitchell on 01558 650620 or see Alan & Christine Broughton on clubnight.

EVENING RUN 26TH MAY 1999

For this month's evening run we will be meeting up with the newly formed West Wales Region of the Jaguar Enthusiast's Club. We decided to have a Jaguar theme this month, so that the gardeners come decorators amongst us would have no excuse. The run will start at Pont Abraham at 7.30pm as usual and will meander through long forgotten lanes to the Prince of Wales. We have arranged an evening meal as usual, so now that the weather is improving, there is no excuse. The interesting question is do gardeners prefer floral wallpaper. We shall see!!! Please phone Alan or Chris on 01269 870293 so that we can get a rough idea of numbers.



S.H.V.R member **Ray Pritchard** sent me this picture of one of the last prefab houses left in Cardiff. The picture shows the house being lifted onto a lorry for transportation to St. Fagans Museum of Welsh Life in Cardiff for preservation before being permanently sited at the Museum.

2nd Annual Ladies Driving Challenge

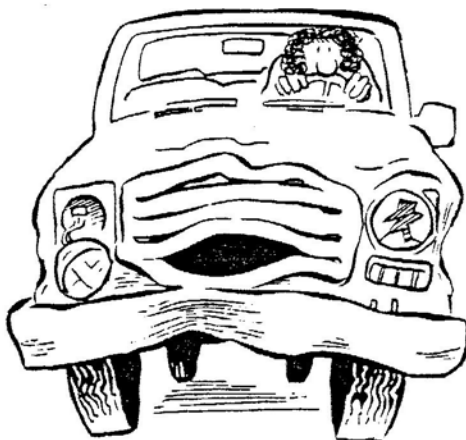
Pembrey Motor Park
Monday 31 May

The challenge of a lifetime is back!!!

Enjoy the thrill of driving high performance racing cars, the challenge of driving a double decker bus and raise much needed funds for Marie Curie Cancer Care at the same time.

Last year we raised in excess of £7,500 and this year hope to top £10,000!

Just £50 in sponsorship secures your place to drive at least 5 different vehicles from plant machinery to coaches, Porsches to JCBs. Places are limited and time is running short so please telephone 01792 473070 for an information pack.



"Over the years I have taken part in many sponsored events but I don't think any will ever compare to this"

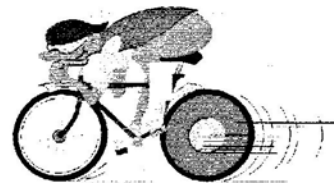
Anyone who would like to sponsor this exciting event in any way is welcome to contact the office.

This ones for ladies only I'm afraid but gentlemen are most welcome to spectate!

GOWER BIKE RIDE

S.H.V.R club member Huw Evans will be taking part in the Gower Bike ride on 27th June 1999 to raise money for the British Heart Foundation. He is looking for sponsors within the club.

Huw can be contacted on 01792 862080



WANTED

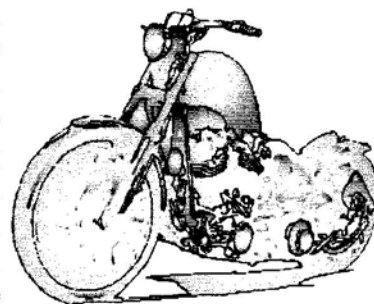
Morris Minor 1000 Pickup.

Any condition considered.

Contact Andrew - 01792 816657.

DARWIN AWARDS

A Florida man was out on his patio tinkering with his motorcycle. With his hand on the handlebars, revving the engine, he accidentally trips the kickstand causing the motorcycle to lunge forward (his hand still gripping the handlebar) through the patio glass sliding door. His wife was inside the house and heard the loud crash. She came into the dining room to find her husband, the motorcycle, and glass everywhere. She called 911 to summon an ambulance. Since their home was located on the side of a large hillside, it was necessary for her to run down a stairway to the street and flag the ambulance crew in her direction. The man was successfully taken to the hospital, treated, and released with minor lacerations.



Once back at home, the wife returns to the dining room to start cleaning up the mess. The first thing she did was mop up the gasoline that had spilled on the carpet with bunches of paper towels. Not knowing what to do with the soaking towels, she flushed them down the toilet. Not long afterwards, the husband, feeling dismayed over the entire situation, retreats to the toilet to relax with a cigarette. He extinguished the cigarette in the toilet, causing a huge explosion. The wife hearing the explosion, comes running into the bathroom to find the husband on the floor with severe burns to the groin area.

She calls 911 to summon the ambulance again. The same ambulance crew arrives, loads the guy onto a stretcher, and carries him out to the ambulance. As everyone was laughing, one of the ambulance crew slipped on the stairs leading down to the street, and drops one corner of the stretcher. The man fell, head first onto the pavement and suffered severe concussion



MG OWNERS INVITE S.H.V.R. ON 4TH BEACONS RUN ~ SUNDAY 26TH SEPT. 1999.

S.H.V.R Members are invited to join Swansea MG Owners' Club on their Annual Beacons Run. The beneficiary of the run is Ty Hafen Children's Hospice. The run this year will start from Penlleger Services at 9.30 am.

The route will take the cars firstly over Graig Fawr to Ammanford. We then skirt Carreg Cennen Castle and Bethlehem on route to Llandovery where a coffee break can be taken.

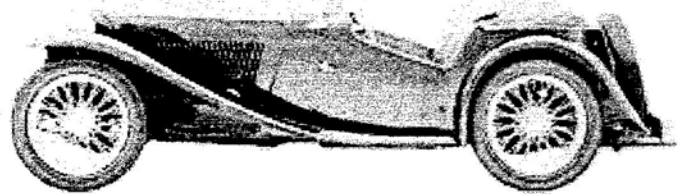
From Llandovery we head towards Rhandirmwyn and then on to Llyn Brianne Dam. We then drop down to Llanwrtyd Wells for lunch.

The afternoon sees us traversing the Brecon Beacons National Park before we head towards Talybont and its reservoirs. The finish of the run is just outside Merthyr Tydfil at the Garnant Forest Centre, where we are assured of a warm welcome.

The run is open to all types of vehicles (even modern vehicles are welcome).

The entry fee is £10 which will include a Rally Style Plaque, route book and commemorative plaque.

Anyone wishing to participate should contact **Robin Jones** on 01792 419780.



FOR SALE

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

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

Britax steel sliding roof kit. Two brass Pyrene extinguishers. CIPO M1000 tyre. Two alloy brake callipers (Triumph Uprichys type). Offers

Contact Mike Jones - 01792 362281

Morris M.O. 1954. Body and engine very good. Minor work required to electrics. Price negotiable.

Contact John James - 01267 223108/232948

Tow Bar for Rootes Group (Dixons Bate 51747). Also chrome bumper (Rootes 1970's)

Contact John H Evans - 01792 366376

Rover P5B 1967 3 litre auto, 42K miles. Used Daily.

Contact Tony Vaughan - 01792 266640

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)

Morris 1800 1973, 1 year MOT, Needs slight Restoration, one previous owner, genuine 46k Miles £500 ono contact Rob Jones 01792 419780

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 01792 541466

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

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

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

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

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 (Scirocco). 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

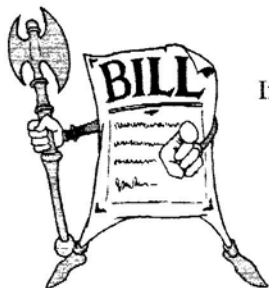
Vauxhall Cresta 1955 E series for restoration (Does run) £300 ono contact Steve on 01792 416985

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

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)

PS Don't forget your subscriptions!!



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

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

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 (Show and Event Essentials)

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

Head Gear

Base-ball caps with S.H.V.R. embroidered logo £7.00, Woollen Hats £7.00

Key Fobs

Leather key fobs with S.H.V.R. logo £1.75

Badges

Lapel badges with S.H.V.R. logo £1.75

Windscreen Stickers

Inside fixing S.H.V.R. stickers £1.00

Blazer Badges

With S.H.V.R. logo £8.00

Summer Essentials

Embroidered polo shirts with standard club badge or 20th Anniversary badge. Most colours available. Sizes up to XL £14.50, XXL £15.50

S.H.V.R. Umbrellas

Available in Blue/white or Red/white. As tested at Singleton shows. £17.50



New Items

Tie/lapel badges

Pin Back badges with enamelled logo £ 1.75

T-shirts with logo £8.50, Polo shirts with printed logo £12.50, Brittany Tour Polo shirts £12.50

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

Please see Christine Broughton or tel. 01269 870293 if you wish to purchase any of the above items

Keep
Stomping
Chaps
He's in there
somewhere!!

After the show there's always the tidy up !!

