

# S.H.

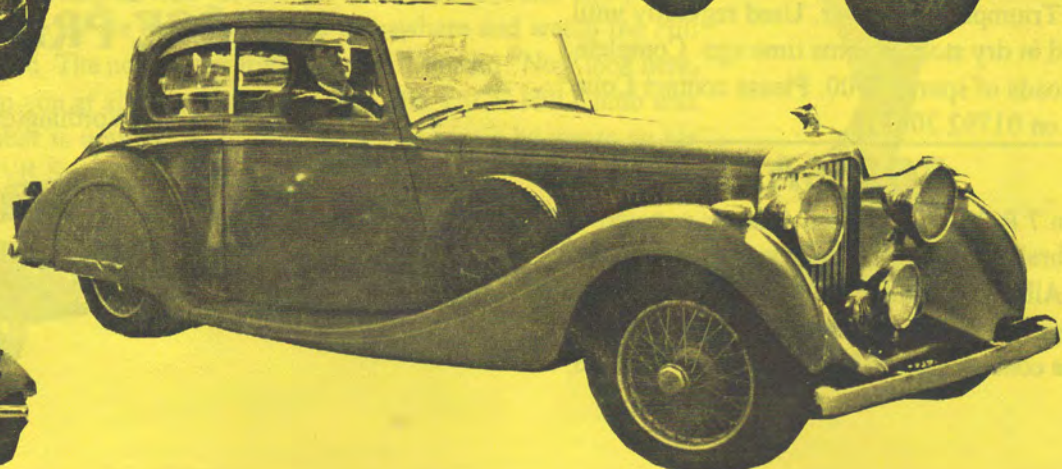
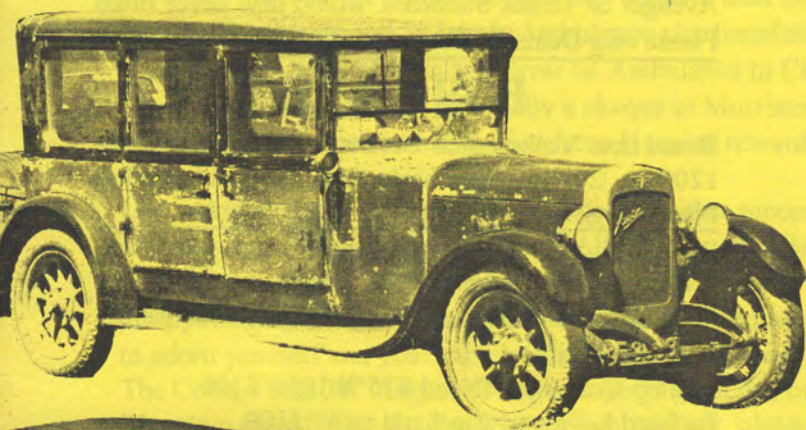


# V.R.

## THE SWANSEA HISTORIC VEHICLE REGISTER

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AUGUST 1998 MAGAZINE



## FOR SALE

1938 Austin Seven Ruby. £3995. Contact Meirion Rees on 01558 668054

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## SALE

1923 Bullnose Morris Cowley, 4 seat tourer. New Bodywork. Mechanics unrestored. Reduced to £6,000. Please contact Alan Broughton on 01269 870293.

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## FOR SALE

1957 Ford 100E Sidevalve. £275 o.n.o. Please ring Mark on 01792 773431

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## FOR SALE

Rover P5B Coupe. Please contact Ray Kethburn Thomas.

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## FOR SALE

1972 MGB GT Chrome Bumper, Snowberry White. Restored 6 years ago. Tax Exempt. VGC. £4,900. Please ring Lal on 01550 720999.

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## FOR SALE

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

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## FOR SALE

1938 Morris Series 2 Tourer. Dark Red Body with black wings. Red interior. Very good condition. Long MOT. £4750. Please contact John Murray on 01792 369680.

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## FOR SALE

1961 Jaguar Mk II 2.4 Litre. Manual Overdrive. Steel wheels. Powder Blue. Complete and running. Dry stored. £2000. Please contact Colin Isaac on 01792 208518.

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## FOR SALE

Classic Caravan, 33 years old. Very Good Condition. Polished wood interior. Coach built. All Mod Cons. 2 berth. Tow away. £350 o.n.o. please ring Harold Wilson on 01639 884626.

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## FOR SALE

1953 Triumph Mayflower. Used regularly until parked in dry storage some time ago. Complete with loads of spares £900. Please contact Colin Isaac on 01792 208518.

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## FOR SALE

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

## FOR SALE

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

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## FOR SALE

1952 Morris. All complete but needs renovating. £1,000 or exchange for something smaller already renovated. Please ring Denzil Williams on 01267 236194.

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## FOR SALE

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

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## FOR SALE

Brand new Volkswagen Beetle engine and transaxle. 1200 cc, 20 HP. Very early type with cable brakes. Please ring Denzil Williams on 0267 236194.

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## FOR SALE

Stepney Spare Wheel and beaded edge tyre Excellent condition £250.

Dunlop Cord Tyre (New) 815 X 105 - £100.

Panhard Levassor wheel and tyre - £100.

1930 Morris Oxford Radiator and Grill - £500

1923 Mathis P or L Type radiator and grill - £400

Please contact Bob Bridget on 01792 845447

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## SHVR OFFICERS

Chairman - Mike Palmer	01792 203638
Vice Chairman - Mike Evans	01792 206686
Membership Sec - Stan Bingham	01792 360291
Secretary - Steve Mitchell	01558 650620

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## SHVR COMMITTEE

Alan Broughton	-	01269 870293
Christine Broughton	-	01269 870293
Tony Vaughan	-	01792 366640
Jerry Lloyd	-	01792 814562
Steve Pearson	-	01792 416985
Dave Channing	-	01269 845765

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## PRESIDENT

Johnny Thomas - 01269 290215

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## VICE PRESIDENT

Mike Worthington-Williams



## THE THOUGHTS OF CHAIRMAN MIKE



Here we are in the Middle of Summer !!. Some of us can even remember when we used to have sunshine. Some of us are panicking about getting hay in, takes all sorts doesn't it. Anyway in keeping with the SHVR policy of having fun, last month at Club Night we had a very successful barbecue despite the weather. Mike (the Landlord) and his crew supplied us with superb food and a fun night. We also presented a cheque for £500 to "Ty Hafan", the Children's Hospice in Wales. It makes me very happy to see the support the "Old Vehicle" enthusiasts give to groups who are less fortunate than ourselves. We all get enormous pleasure from our hobby with the added bonus of helping others. Many thanks to you all for your support. To-date we have donated some of the Singleton Show proceeds to "Ty Hafan", "Catch" (a charity for Brain Damaged Youngsters, where we purchased a wooden "Gym Type" Exerciser and bean bags for their decompression chamber). The Fire Service Preservation Group, The Scouts and St John's Ambulance also benefited from their help at Singleton Show. We also donated £250 towards the fuel costs to deliver an Ambulance to Chernoble Children's Hospital. We donated £200 to the Marie Curie Nurses Fund and finally a cheque to Morrision Hospital to help pay for a plasma machine. We will also be donating some money to Singleton Hospital towards some machinery, so watch this space as they say.

Last month was yet another very busy month, with a successful coach trip to the Rolls Royce factory in Crewe. It was very gratifying for the organisers, Alan & Christine Broughton who had worked very hard and finally found that the trip could easily have been over subscribed. Remember the old adage, "book early to avoid disappointment". It's nice to see so many members sporting club regalia, we have loads of different items for you to adorn yourself and your vehicle with. A quick reminder of forthcoming events. Pembrey Airport 23<sup>rd</sup> August. The College Run 29<sup>th</sup> August £10 secures you a great day out with food, as does the £5 for the Abertawe Tour and Mountain Gate Show. So if you haven't entered yet, please "book early to avoid disappointment !!".

Many thanks to those of you who have sent in articles, pictures and general snippets for the magazine. Please keep them coming! Anything of interest, just scribble it down (legibly please) and we'll knock it into shape.

And now for yet another stranger than fiction story told to yours truly by ????. So as not to cause any further embarrassment to him and further lashings from his wife's tongue. I shall say no more other than he is a VSCC and SHVR member. The event was the VSCC Prescott Hill Climb. He went to great lengths to swap his work rota even offering his opposite number his double time pay to have the Sunday off. Eventually the deal was struck. It was muttered that apart from the financial deal there were some other strings attached, which included supplying a programme of the day's events, a badge of some description and a ride ? or a spin? for the mother in law in the victim's old car!! ( a bit much eh!). The Sunday morning arrived. The whole household was up and washed, dressed, shaved (the man that is), and everything loaded into the car for a 6 am start. His wife had spent all day Saturday preparing and cooking the following day's picnic extravaganza. A nice dry morning for the drive to Prescott. They arrived around 8 am, to be greeted at the gate by a rather officious Security Man. "It's very quiet, not many people about for such a huge event" commented his wife. "Don't worry were early" said the husband, fumbling through his pockets for the tickets. "Oh dear Mr Security Man, I seem to have left my passes at home" he said. "Sorry Sir, you can't come in then" was the reply. "Well, er, um, (cough, cough, cough), clearing his throat, the husband slipped a £20 note across the top of the car and pressed it into the security man's hand. "Sorry Sir, that wont help you get in" he growled back. "Well er perhaps this will help as well" as another £20 note burst into view. "Just slip the gate off the hook so we can park up top somewhere and watch the Hill Climb" said the husband. The now rather irate security man said "Now look here, this isn't going to help you at all, You are a week late, the VSCC Hill Climb was last week". The member is now easily recognisable. The picnic he wears on his head matches his SHVR Sweatshirt beautifully !!!!.



Take Care and Safe Motoring

Mike P

# SHVR NEW MEMBERS

Welcome to **Bryn Davies** from Llandovery who has joined with his Ford Fiesta.

Also welcome to **Stephen Knight** from Neath who has joined with his 1962 Sunbeam Alpine and 1968 Sunbeam Rapier.

Welcome to **John Edwards** from Ammanford who has joined with his 1952 MG YB.

Welcome to **Lyndon Webb** from Llandeilo who has joined with his Riley RM.

Also welcome to **John England**, again from Llandeilo who has joined with his 1953 Citroen 11B Normale.

A particular welcome to **Clive (and Christine) Dilworth** from Kilgetty, who have joined with their 1963 Triumph TR4. Christine was the major contributor to Clive's navigation prize on the Castle's Run.

I would like to welcome all the above new members to the club on behalf of the SHVR members and the committee.



# THE AUTOCAR HANDBOOK (1912) - THE SPRAG

Every brake should be equally effective whichever way the drum is rotating. This is not only so that the driver can pull up after he has purposely reversed, but also when the car begins to run backwards quite independently of the driver's wishes, as, for example, when it proves unequal to climbing an extra stiff hill. For this emergency, the car may be fitted with some kind of sprag. This instrument sometimes also rejoices in the name of "devil", when it consists of a bar hinged by one end to the frame of the car and pointed at the other end. The sprag is normally held up clear of the ground by a cord, but when the car is likely to stop on a hill, the driver should release the cord in good time, and let the "devil" drag on the ground. Then directly the car stops, the pointed end of the bar digs into the ground, and involuntary descent is avoided. Unfortunately, the driver often forgets or neglects to let down the sprag until after the car has actually begun to run back. If he releases it then, it may bring the car up with a severe jerk, or the car may run over the sprag which is even more serious. Such sprags are shown in figs 8 and 9.

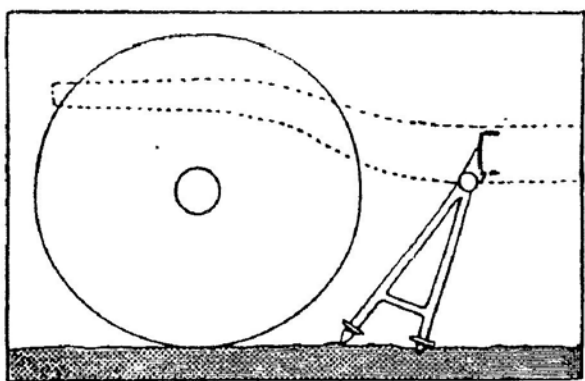


Fig 8 - Example of Double-Ended SPRAG Fitted to the car frame.

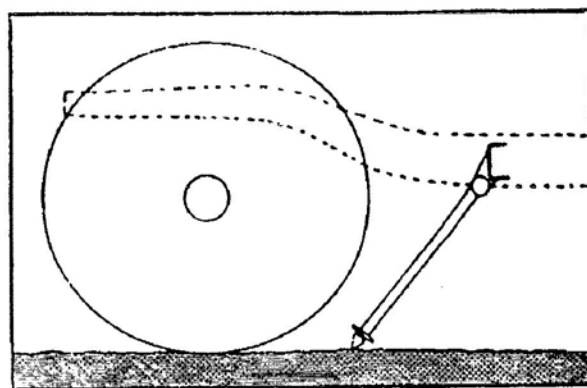


Fig 9 - A Sprag with single pointed end

Another good form of sprag consists of a strong pawl, which is allowed to trip over ratchet teeth cut on a revolving part of the gear. This is a good deal neater than the "devil", but carelessly used it is liable to put severe strain on the transmission gear, especially on the part to which it is fitted. Even with good brakes the one advantage of a sprag is that it permits the car to be restarted on the steepest hill with both brakes off. This saves a lot of racing and possible stopping of the engine. It is a pity that ratchet sprags are not more widely fitted. Anyone who has used them knows how valuable they are.

*Alan East.*

## Halved at the double

FROM the *Croydon Advertiser*: "The station had its number of fire engines reduced from one to two."

Edited by  
*David Rennie*

## Haute cuisine

FROM the *Hereford Times*: "Must be able to drive, cook plane food."

Edited by  
*Sinclair McKay*  
*Simon Davis is away*

## Going under cover

FROM the *Maidenhead Advertiser*: "Classic Coaches Excursions. Guided tour of Beds and cream teas."

Edited by  
*David Rennie*

## Wrong gong

FROM *Berrow's Worcester Journal*: "The RHS has presented Ian with three silver medals and a silver guilt medal."

Edited by  
*David Rennie*

## Meals on wheels

FROM the *Bracknell News*: "Winter weather may damage your car's cooking system."

Edited by  
*David Rennie*

## Shattering effect

FROM the *Brighton Evening Argus*: "When she pulled over on the inside, she caused both Mr Goodman and another driver to break suddenly."

Edited by  
*Simon Davis*

## Nice little runners

FROM the *Wiltshire Gazette and Herald*: "Miniature longhaired Datsun puppies."

Edited by  
*David Rennie*

## Gold dust

FROM the *Mercury*, South London: "Angel grinder, 4' 5" new and boxed."

Edited by  
*David Rennie*

*Brian Jenkins*

# Transport of delight

**F**LASHBACK to the late 40s and the Rover Company had a problem. Its success with the Land Rover meant that 70 per cent of output had to go for export. A team of drivers to transport all these vehicles to the docks would have been expensive. As well as this, some vehicles needed to be exported without tyres or batteries, so wooden 'slave' wheels would have to be fitted at the docks and the wheels and batteries returned to Solihull.

Rover's original Brockhouse transporter was capable of carrying eight vehicles at a time

Rover solved the problem by designing a car transporter tractor-trailer unit, built by the Brockhouse Company on a Leyland Beaver lorry. The unit had a front-pivoting upper deck, raised and lowered with twin hydraulic rams.



Ken (at the wheel) and Alan (standing, right) with two of the transporter's restorers



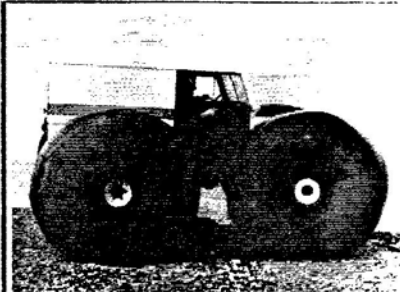
# 50



Kam the elephant 'drives' a Land Rover as the Bertram Mills circus comes to town in Ascot, 1959



# Pure adventure



With its 6ft 6in diameter neoprene-nylon tyres, hovercraft engineer Peter Winter displays his amphibious Land Rover at the Isle of Wight in 1969

**T**HE Camel Trophy began in 1980 when three West German teams drove 1600km through the mud and heat of the Amazon jungle. The journey, along the Transamazonica highway, took 12 days.

Since then the event has grown enormously, both in the number of

people taking part, and in its complexity. What has not changed, though, is the special concern for the environment, with driving restricted to existing roads and tracks.

Camel Trophy has become a high-profile showcase for Land Rover vehicles



A collapsed bridge needed great care – a victim of the torrential rain that produced perilous trails and fast-flowing swollen rivers



It's 1972 and ex-Miss World Eva von Staier tastefully adorns a Series III donated to the World Wildlife Fund



## BP LLANDARCY



With the closure of BP Llandarcy due for this year, some interesting photographs have come to light. The picture above shows the BP/Shell Loading Bay at Swansea Docks. Anyone know the year or any more details. The other picture on this page is of a boiler? being delivered to Llandarcy by the famous Wynn's heavy haulage company, probably around 1950. Does anyone have any more information.

*Mike P*





# RESERVED SEAT

This item was published in my Parish Magazine and was submitted by a member of the congregation. It amused the editor and I hope it amuses you.

An English Lady, suffering from a nervous breakdown, decided on a quiet holiday abroad. A friend recommended a hostel in a small German village. It was suggested that she should write to the village schoolmaster for details as it was known that he spoke a little English. As, also her mobility was a little impaired, one of her questions regarded the location of the WC in the hostel. The Schoolmaster had never heard the abbreviation "WC" used but being a logical sort, he looked up WC in his dictionary of international abbreviations and found "World Chapel". "Excellent" he thought, the hostel is a religious retreat, the lady must be a devout Churchgoer, therefore she must want to know the location of the World Chapel.

He wrote as follows :-

"Dear Lady"

The Wc is situated some seven kilometers from your lodgings in the midst of beautiful scenery and is open on Tuesdays, Thursdays, Fridays and of course all day on Sundays. This is unfortunate for you if you are used to going every day, but you will be pleased to know that some people take their lunch with them and make a day of it, whilst others arrive just in time.

As there are many visitors in the summer, I advise you go early. The accommodation is good and there are about sixty seats, but should you arrive late you may join in by standing at the side. The bell is rang ten minutes before the WC is open. I advise you to especially go on a Friday when there is a performance on the organ.

I should be delighted to reserve a seat for you and to be the first to take you there. My wife and I have not been for six months and it pains us very much, bt it is such a long way to go. Trusting this information will be of use and hoping to be of convenience to you

Your sincerely  
Fritz Bogdanovitch.

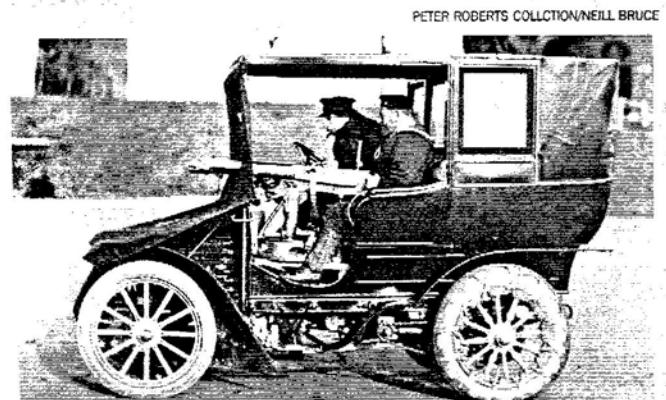
*Ron Bray*

*Below: 'I've got a 5-litre Rover at the moment - about a mile outside Salford'.*

- The car called 'Genevieve' in the eponymous 1953 feature film based on the London to Brighton Run was a 1905 Darracq, ineligible in reality for the Run which is open to pre-1904 cars only.



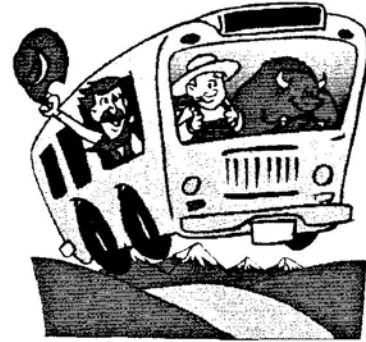
**BELOW:** The Edwardian Royal Navy had the greatest fire-power the world had ever seen, but this vehicle was not a significant contribution. The Wolseley with Maxim machine gun was on demonstration at Whale Island, Portsmouth, in 1904.



## BEAULIEU COACH TRIP

Hedley, (from Neath) with some help from SHVR member Wyndham Rees is organising a coach to Beaulieu Autojumble on Sunday 6<sup>th</sup> September. The coach fare will be £10 (paid in advance). SHVR will have a stand at Beaulieu, so anyone who purchases anything, we will have a van for them to get their purchases back to Swansea. Pick-Up points will be as follows :-

- |    |                          |   |          |
|----|--------------------------|---|----------|
| 1) | Crymych                  | - | 4.30 am. |
| 2) | St Clears                | - | 4.45 am. |
| 3) | Carmarthen (Safeways)    | - | 5.15 am. |
| 4) | Penllergaer Services M4  | - | 5.40 am. |
| 5) | Neath cricket Club       | - | 6.00 am. |
| 6) | Sarn Services M4         | - | 6.30 am. |
| 7) | Cardiff West Services M4 | - | 6.45 am. |



To reserve your seat, please contact Hedley on 01269 822561, or Wyndham Rees (Midway Motors) on 01239 831267.

## WINGS & WHEELS RALLY PEMBREY AIRPORT 23<sup>RD</sup> AUGUST 1998

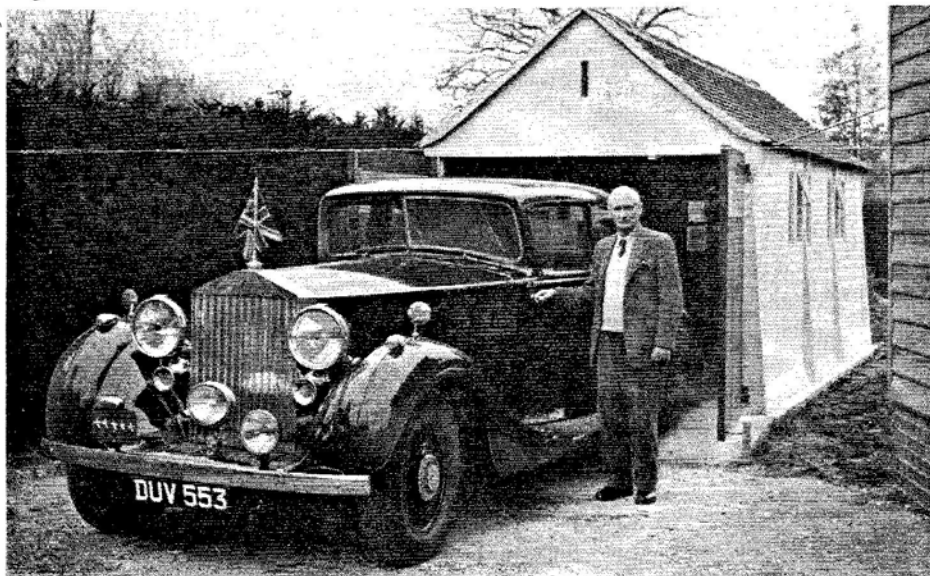
We have been asked by the management of Pembrey Airport to help organise a Wings and Wheels Rally on the 23<sup>rd</sup> August 1998. This will be a small static show of vehicles and aircraft with the emphasis on fun, with exhibits balloon rides, possible helicopter rides and catering. Plaques and prizes will be presented at the end of the show. This is a free new event which we hope will grow as the airport flourishes. For this first year the numbers will be held at 200 vehicles so don't delay get your entry form from Mike P.

Steve M

## SHVR TOUR OF BRITTANY SEPTEMBER 1998

Circumstances are a strange thing and although we filled the spare space for Brittany, another has come up. The Tour, (it's actually more of a holiday than an organised tour) will leave Swansea on Saturday 5<sup>th</sup> September and head for Portsmouth to catch the overnight Ferry to St Malo. The Sunday will be a casual drive with numerous stops on the way down to the Chateaux we have booked for the week, which is near Ploermel. The Chateaux is self catering, is set in its own extensive grounds and has ten double bedrooms, so the whole facility is ours for the week. We depart on Sunday 13<sup>th</sup> September, heading for the overnight ferry from CAEN to Portsmouth, returning to Swansea on the 14<sup>th</sup> September. The cost of the tour is £369.64 which includes the ferry crossing for the car and two people, cabins each way, and the weeks accommodation for two at the Chateaux. If you are interested please ring Steve Mitchell on 01558 650620 or Mike Palmer on 01792 203638.

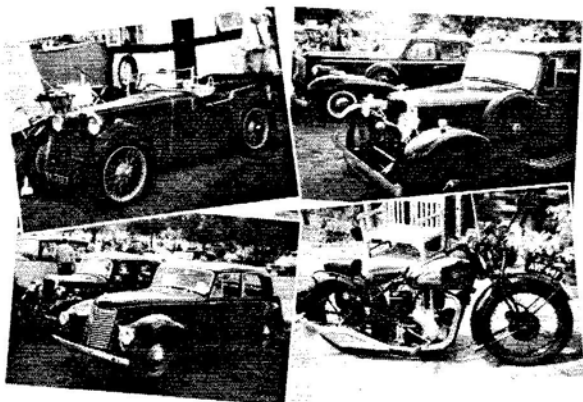
Steve M



AUGUST 1960

### Approaching the quarter century

Field Marshal Viscount Montgomery's Rolls-Royce Phantom III was built in 1936 and has been his personal car since during the war. Its engine is a V12, 40/50 h.p. The photograph was taken just after Marley Concrete Limited, Guildford, Surrey, had built a tiled-roof garage for the Rolls-Royce at the Field Marshal's home in Hampshire. The tyres are Michelin 6.00/6.50—18 Zigzag.



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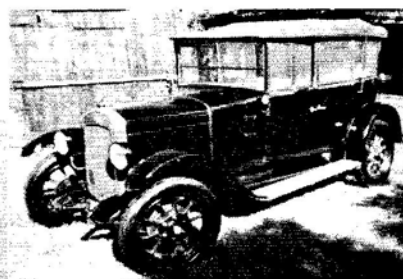
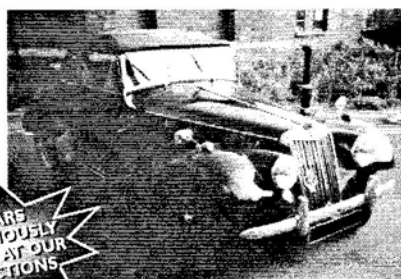
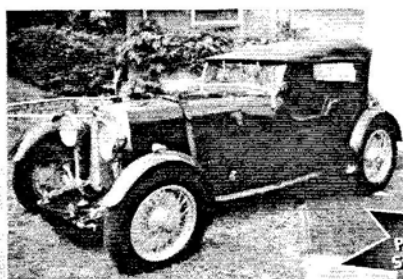
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FROM the *Croydon Guardian*: "A substantial period house of considerable character, with detached garage about half an acre."

*Edited by*  
**David Rennie**

**Off day**

FROM the *Kentish Gazette*: "Saab 900 Gli, good reliable runner, but not running at the moment. £180."

*Edited by*  
**David Rennie**

**Dormobile**

FROM the *Romsey Advertiser*: "He then proceeded to tail another car, eventually overtaking it on a bed."

*Edited by*  
**David Rennie**

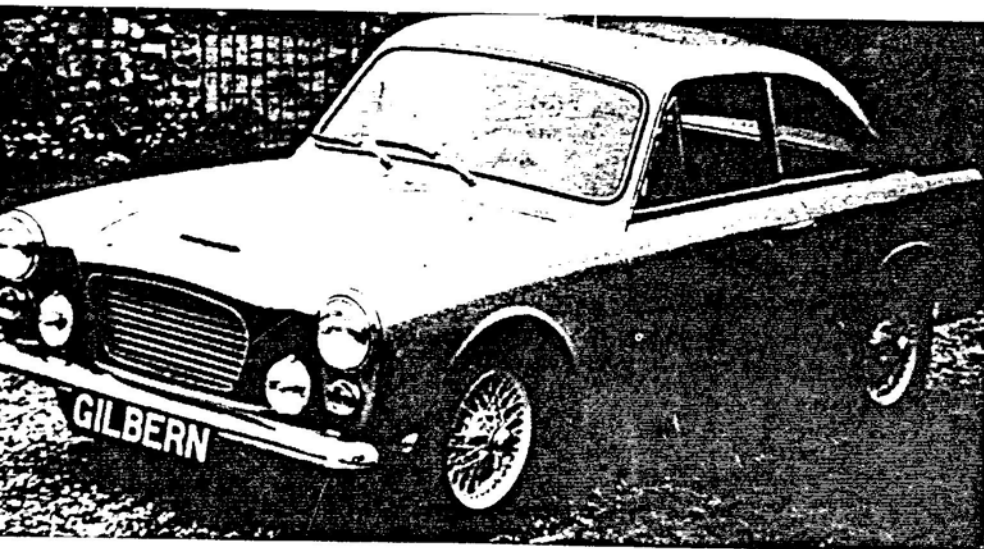
**Scuba driver**

FROM the *Bexhill Observer*: "Safety measures include diver and passenger air-bags."

*Edited by*  
**Simon Davis**

# Tyre Tracks

## The Gilbern



Above: The 1964 Gilbern GT

Below right: Introduced in 1966, the Gilbern Genie two door coupe

We covered the Gilbern car in the January 1996 issue, albeit only briefly, in a treatise concerning Welsh-built cars in general. Since then, the marque has enjoyed its own moment of glory in a documentary on television covering its history, and I thought that it might be appropriate to devote rather more space to it this month. Its main claim to fame is that it was both the most successful and longest-lived of all the Welsh-based car makes, but its beginnings were humble enough.

It was the brainchild of Bernard Friese, a former German prisoner-of-war who, having gained some experience working for a glass fibre manufacturer, designed and built a 'special' with glass fibre bodywork which caught the eye and the imagination of local butcher Giles Smith. He saw the commercial possibilities, provided a workshop behind his butcher's shop in Llantwit Fardre near Pontypridd, Glamorgan, in 1959, and here - using the first three letters of his christian name and the first four of Friese's, the Gilbern GT was born.

At that time, and certainly in the early 1960s, there was a need in the British market for a moderately-priced GT car which the major manufacturers were not fulfilling, and it was this market at which the Gilbern was aimed. As Gilbern Sports Cars (Components) Ltd., production of the Mk 1 model commenced, utilising a space-frame chassis and an unstressed body, with BMC 'A' series suspension and running gear and a choice of three different engines. These comprised the 948 cc 'A' series (with optional supercharger), the 1558cc 'B' series, or the 1098 cc Coventry-Climax.

Of the three, the 'B' series proved the most popular, this reliable unit providing the lightweight four seater with 100 mph (160 kph) performance, allied to good road-holding. The rate of production in these early days was about one car every ten days, and eleven were completed in the first year, being distributed by hill-climber

Peter Cottrell. Most of them were sold as kits at £978, but it was not until 1961 that the Gilbern received its first public airing. In that year, the company took space at the London Racing Car Show, and later that year adopted the 1622cc engine used in the MG 'A' and standardised it for 1962.

This provided the Gilbern with a performance equal to that of an Austin Healy 3000, and with bodywork built to a higher standard than was usual with fibreglass types, the Gilbern found a ready market, and no less than 83 were sold in 1961. Production improved to one car a week in 1962, and a modest dealer network was beginning to pay dividends, although most customers had to wait about a year for their cars. Growth was steady, if unspectacular, and towards the end of 1962 the firm were employing three men in addition to the two directors. The decision was taken to move

into larger premises at the end of this year, more staff were taken on, and production was again increased.

In 1963, the 1798cc MG 'B' engine was adopted, updating the Gilbern as the '1800GT', and Friese, after negotiations with a German distributor, planned to export about 100 cars to Germany each year. By 1965, some three to four cars were being produced per week, with a total production for the year of 157, and the company was admitted to membership of the Society of Motor Manufacturers and Traders, thus making the transition from kit-builders to full manufacturers.

1966 saw the introduction of the two door Genie coupe, a larger and better-looking car than the 1800 GT, and powered by the Ford Zodiac V-6 three litre engine and manual gearbox. A 2+2 offered in both complete guise or as a kit, it made its debut at the Earl's Court Motor Show in October 1966. An alternative 2.5 litre Ford Zephyr engine was also offered - also a V-6 configuration - and the back axle was the same as that used in the MG 'B'. The normal Zodiac four speed gearbox was used in both versions, and the car was so light that wheelspin would often occur before the torque loading became exces-



Story and pictures courtesy of  
**MIKE  
WORTHINGTON-  
WILLIAMS**



sive, so the axle was well able to cope with the power output.

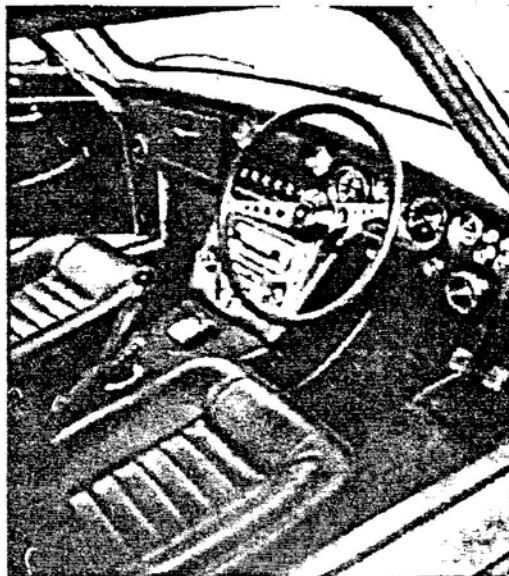
Comprehensively equipped, and with MG 'B' front suspension, albeit with revised spring and damper settings, the cars were fitted with an anti-roll bar as standard. Rack and pinion steering was basically BMC, but with a longer rack tube to suit the Genie's wider track. Rear suspension was similar to that of the 1800GT, with twin trailing arms and a Panhard rod to locate the axle. The Genie cost £1,425 before tax, and refinements included an adjustable steering column and adjustable back rest. Capable of 120 mph (193 kph) it sold quite well, with over 500 finding customers.

In April 1968, and seeking fresh capital to fund expansion, Gilbern was taken over by Ace Holdings Ltd., of Cardiff, Britain's largest maker of slot machines. Giles Smith then left the company to concentrate on his butchering business, but Friese stayed on to work with a new Managing Director, Michael Leather. When, however, Ace were taken over themselves a year later by Clubman's Club, which were part of the Mecca Leisure group, Friese resigned. Leather had no previous experience of the motor industry, having been a brewery manager, and the new fuel-injected Genie, designated the P130 and introduced in 1968, failed to sell in any great numbers.

Genies continued to be built until 1970, but 1969 saw the introduction of the smaller Invader model in the July, and this replaced the Genie the following year. Although there were plans to increase the dealer network to 10, and increase production to ten cars a week, the majority of Gilberts being sold were still kits, thus saving

tax for the buyer, and went straight from the factory by trailer to the customer. By 1973, many of the larger manufacturers were offering similar GT cars at more competitive prices and in mass produced numbers, and when VAT was introduced in the April of that year it proved to be the last straw.

By mid-year, all production had ceased. A Mk II Invader, introduced as an estate, and still Ford V-6 powered, and a Mk III, wider and lower and with Cortina suspension, Taunus rear axle and a revised box section frame, had not brought the hoped-for increase in demand. It cost £2,493. In September 1973 a Receiver was appointed, and even a last-ditch attempt by a Welsh property developer who took over the company, failed to sustain it for more than a few months, and the company finally closed its doors in 1974. Nevertheless, the Gilbern's fifteen year production run was a creditable effort, and compared favourably with that of much larger concerns. Today, there is a thriving owner's club and a remarkable number of surviving cars still in use by their enthusiastic owners, testifying to the basically good design and build quality of the marque. It deserved a better fate.



Above: Instrumentation and interior trim on the Genie was comprehensive and luxurious

M.W.W.

## MEMBER'S LETTERS

Dear Mike,

Could you please put the following in the club magazine.

NEW MEMBERS Alan and Connie Perry from Birmingham would like to say how very much we have enjoyed reading the Club Magazine and how interesting we have found it. Thank you for making us so welcome at the Kinsale Classic Rally, we thoroughly enjoyed ourselves. You may remember that it became a standing joke, that I was asleep in the back of the Morris Oxford most of the holiday, and missing all the beautiful scenery. I am sorry if you all thought I was anti-social, but, since returning home I have been diagnosed as having cancer. I start my Chemotherapy on Monday. Your club magazine arrived today and has really cheered me up. I enclose the photograph taken at the dinner dance of Anne, Connie, Red Ruth ? and Liz, although she tells me she is from Iceland with a couple of chaps she picked up on the way. I later found out that it was her husband of some thirty years and his brother, Liz was quite a laugh.

All Best Wishes

Connie & Alan Perry

## LE MANS 1999

There are quite a few members (I can think of at least 12 cars) who have expressed interest in the possibility of running an SHVR trip/tour to Le Mans for the Twenty Four Hour Race in 1999. The comment from Stan was that "it is a completely different experience watching cars race at night". We have carried out some initial investigations and now have an expert on board who will be able to help us turn this into reality. We would not expect firm commitments at this stage but could do with an idea of numbers. If you are interested, please let us know since we will be compiling a list and setting things in motion. More details will become available as the plot unfolds. I understand from Mike P that after a skirmish with the Williams Racing team who were testing at Pembrey there is now a Williams' truck with an SHVR rally plate on it. Just think of the scope for even more "Dennis the Menace" antics at Le Mans !.

Steve M

# MEMBERS LETTERS

Dear editors all,

Maintaining the standard of a newsletter produced monthly is not easy, but you achieve it. Usually the quality of photograph reproduction is particularly good. For "out-of-county" members who cannot attend monthly club nights, it is a vital link. Keep up the good work !!.

You do not have a members letters page, but you may be interested in a little feed-back.

1 The caption of the bottom photo on unnumbered page 13 of the march issue invites comment. Firstly, the "woodie" is clearly a Jeep ; the front wing, bonnet fastening and LH drive are all goos clues. But what prompts me into print is the comment about the Merc 300. Although not legible, the number appears to comprise three letters and either one or two numerals. Is it clearer in the original and is the car LH Drive? If so, and if it is a London index, it is most likely that it had been imported by a member of HM Forces who had served in Germany. At that time there were thousands of us!! . Some London indexes 1-99 were reserved for this purpose, which helped to identify a car which had been imported duty and tax free and was therefore subject to a two year covenant on being resold. Unless a third numeral is hidden, that may also apply to the Fraser Nash in the foreground ; MC being a London mark. Thus the 1951 Standard Vanguard which I brought home in 1957 became TXX 32. Some three years later the holes in the floor were rendered waterproof with flattened 1 Gallon oil cans and self-tapping screws!. I sold it in that state and assume that it "died", when confronted by it's first MOT test, when, a couple of years later, that requirements was reduced from 10 year old to 7 year old vehicles. Why I chose that car rather than the many late 30s examples of Mercedes, BMW, OPEL etc. that were available, I cannot explain. One colleague left behind a Delage and a FWD Alvis !!. another magnificent Horsch saloon with cavalry twill upholstery. Life is full of only...s'!

2 The local vehicle registration indexes quoted in the April issue reminded me of an amusing thought which occurred to Thelma and me when we moved to Carmarthen in December 1993. We left Worcestershire, where one of the letter groups is WP. At the time of our leaving, the combination being issued was TWP. Just as well that we are not bringing a newly registered car to this very Welsh-speaking area of Carmarthen!.

Yesterday, Bernard Lloyd of POVE told me that two members expressed interest in the morris MO Oxford when on the coach to the Rols Royce factory, so the magazine does work.

Best Wishes

*Alan East*

Dear Mike,

I was fascinated to read about the "Welsh Automobile Club" in the July newsletter as I had just been reading about another early motorist who lived locally - Capt Andrew Fletcher of Margam Park. I have cobbled together a few notes and they are enclosed. I have sent Mike Evans a copy and am pleased to see that he has recovered. You may be interested to learn that it is possible that the Neath Divisional Secretary of the Welsh Automobile Club was Glen Taylor of Middleton House, Briton Ferry. He may have been one of the Taylors from "TAYLORS' FOUNDRY" Regent Street WEST, Briton Ferry, which is still in business. Middleton House is where my late grandmother worked in service as a young girl. The house is on Neath road, Briton Ferry, the Neath side of Middleton Street. It was the last house next to the old Lodge Bingo Hall and has now been converted into smaller apartments. Do you think Capt Andrew Fletcher is worthy of being mentioned in the club newsletter. He appears to have been quite a character - Mike Evans knows of him but has not up until now known much detail and did not have a photograph.

Cheers

*John Walker*

The following information was given to me by John Walker a policeman and fellow member of SHVR from Neath Road, Tonna, Neath, in response to the "Welsh Automobile Club" article in July's SHVR Magazine.

*Mike P*

## **CAPTAIN ANDREW FLETCHER**

Andrew Fletcher was a keen motorist in the early days, not far removed from the time when, by law, a motor car had to be preceded by a man on horseback bearing a red flag. Moreover, he was a racing motorist, and perhaps did not always confine his speeding to the track. In November 1902, the "People" had a headline - "EVENING SCENE IN PICCADILLY. OFFICER FINED FOR FURIOUS MOTORING". The "Daily Express" had another - "ARRESTED AND SEARCHED. MOTORIST PROTESTS". The "Morning Leader" says - "A young officer of the 2<sup>nd</sup> Life Guards, quartered at Windsor, whose name is Andrew Fletcher, was charged on remand at Marlborough Police Court on Saturday with driving a motor car to the common danger in Piccadilly". The "Globe" was indignant, and I quote it verbatim :

### **A POLICE OUTRAGE**

"With the decision of the magistrates in the extraordinary motor car case which was heard on Saturday, we have no quarrel. Mr Kennedy sensibly disregarded all evidence as to the speed of the machine, and based his conviction of the owner on the belief that he was driving too fast for the particular part of London - Piccadilly - in which he happened to be. But we appeal to Sir Edward Bradford to say whether he approves either of the manner in which the police treated the defendant, or the proceedings when he was before the magistrate. We pass over the statement of the constable who declared that he ran with and jumped onto a car travelling at from 20 to 25 miles an hour, because the police are apt to have an almost supernatural belief in their own powers. In what possible way, however, can his evidence that a gentleman named Sivier, who was present, said the speed was 40, be justified? The constable declared that he had not been able to find this gentleman to give evidence, yet Mr Sivier appeared before the magistrates and swore that the speed was under five. This, however is by no means the worst of the story. The defendant, who is stated to be an officer in the Guards, was dragged through the streets like a common pick-pocket, instead of being summoned, and at the police station he was subjected to the intolerable and utterly illegal outrage of being searched, as though the police expected to find stolen property or burglarious implements upon his person. We ask again : Has conduct like this the sanction of the Commissioner? The police in country districts, have come to regard motoring as an offence in itself, and a motor car as little less than a jemmy. They must be taught their error, and we look to Sir Edward Bradford to see that their infection does not spread to London".  
Fined £5 and costs.

Now comes joy ! "Western Mail", May 26<sup>th</sup> 1903 : "The news reached Margam Abbey on Monday night that Mr Andrew Fletcher, the heir presumptive to the Margam Estates, had been presented with a son, and the bells of Margam Abbey were pealed in honour of the new heir to the estate. It was intimated that both mother and son were doing well".

The proud father continued to have trouble with the police for "furious driving". The "Haddington Gazette" reports that he was fined the maximum sum of £10 and all costs for driving a 60 horse-power racing car along the Great North Road at an excessive speed. The charge was "driving a motor vehicle at a speed in excess of twelve miles per hour"!!.

In October 1903 we find him racing at Southport with his 60 horse-power Mercedes, doing 53 m.p.h. in company with such famous racing-car names as S. F. Edge, J. E. Hutton and the Hon C. S. Rolls, and beating the honourable gentleman in a straight race in which he clocked 68 m.p.h. The race track was along the asphalt promenade, and the "Daily Express" stated that "it cannot be affected by rain, and there is no danger of side-slipping". In another race at Southport he did the fastest time of the day - 69.43 m.p.h. He seems to have been using two racing cars at this date - the 60 h.p. Mercedes and a 40 h.p. Mors, but the "Motor Car Journal" for October 22<sup>nd</sup> shows him beating C.S.Rolls on a 90 h.p. Mercedes with Rolls driving a 100 h.p. Mors, at Blackpool. The speed is not given in this instant.

These early racing cars were enormous machines, with a huge bonnet, no windscreen, a driving seat open to the

winds of heaven and no bodywork. They were slung on huge wheels almost the size of cart wheels. A common accident in starting the engine was a fracture of the wrist caused by the kick-back of the starting handle. So common was it, that it became known as "Chauffer's fracture".

In March 1904, Fletcher was at Nice for the Nice Automobile Week, where he did 120.8 kilometers per hour (about 75 m.p.h.), but was beaten by a French car which clocked 150 Kilometers per hour. Great going for those days !. We have a picture of him in the Concours d'Elegance, in a smart peaked cap on his 90 h.p. Mercedes, with Mrs Fletcher, looking the picture of elegance in an ermine stole. Presumably, a special two-seater seat had been fitted to the racing car for this occasion. On July 20<sup>th</sup> 1904, the "Cambrian" has a column headed :

### **"HIS MAJESTY AT PENRICE CASTLE. KING GOES FOR A MOTOR DRIVE"**

The occasion was a visit to Swansea by King Edward and Queen Alexandra on the royal yacht. The queen remained on board for this afternoon, but the king in his "fine motor car" (make not specified), preceded by a car driven by Andrew Fletcher, who acted as pilot, left the docks at 4.30 p.m. and proceeded to Sketty via the Oystermouth road and thence to Penrice. "Not the slightest accident occurred on the way and the gates of Penrice were reached about ten minutes to five. The king was entertained to tea at Penrice Castle by Miss Talbot, and among the curiosities which His Majesty inspected was 'a wonderful chimney piece of Italian Mosaic work', put up by the late Mr Talbot more than half a century ago. (Members of the Port Talbot Historical Society saw this during their visit to Penrice Castle in June 1968 - Ed) His Majesty returned to the royal yacht at 6.30 p.m.

On July 24<sup>th</sup> and the 25<sup>th</sup> of the same year, Andrew Fletcher was in Belgium for the Circuit des Ardennes race, and arduous race over a triangular course of 371 miles. He came eleventh on his 90 h.p. Mercedes, the first eight places being taken by French cars. He did well to finish the course - many cars failed owing to trouble of one kind or another. Listed by the "Motoring Illustrated" on July 30<sup>th</sup> 1904, are some of the causes of failure, which make interesting reading in these days of mass motoring : "burnt out coil ; two burst tyres ; bent clutch shaft ; ran out of water, and had to push his car to the nearest supply ; three tyres spoiled ..."

Readers might remember motor cycle trials being held at Margam Park in the twenties, Andrew Fletcher acting as sponsor. Then there is the well known story of Andrew Fletcher and the collier. The name and date of the paper are not given but it looks like "Western Mail" type. Again I quote verbatim :

### **"COLLIER AND THE MOTOR CAR" "PLEASANT RIDE TO SWANSEA" "JAUNT WITH A GENIAL GENTLEMAN"**

"A good story is being told of Mr Andrew Fletcher, heir to Margam Estates. As is well known, Mr Fletcher is an enthusiastic motorist. He was driving his car recently in the neighbourhood of Kenfig Hill, and had to dismount to adjust some part of the mechanism. There happened to saunter by a Welsh collier, with a day off, who stopped and contemplated with curiosity the gentleman tinkering with his car. At last the breakdown was put to rights and Mr Fletcher prepared to resume his journey. The inquisitive collier advanced "I say, Sir, I would like to ride in that thing". "Right you are," replied Mr Fletcher jovially, "jump in". The collier did so with alacrity. Mr Fletcher put on speed, and at last the collier found himself in Swansea.

"Now then" said Mr Fletcher, as they pulled up at the Hotel Metropole. "What are going to stand ?". "Well" replied Shoni, exhilarated by the novel ride, "I don't mind standing a quart of beer". "A quart of beer for such a motor ride ?" exclaimed Mr Fletcher, pretending to be annoyed at such meanness, "It is worth nothing less than a bottle of champagne". The collier's face lengthened disconsolately, but he manfully followed Mr Fletcher into the hotel, groping despairingly into his pockets for any stray coins. The champagne was obtained, and Mr Fletcher paid, much to the relief of his companion.

THE RETURN JOURNEY was commenced, the collier still being in ignorance as to the identity of the genial gentleman. A great surprise was in store for him. At the entrance gates of Margam Castle the car suddenly turned in a proceeded up the drive.

"Duw, Duw !" exclaimed the collier in alarm "What for you go this way, mun ? Private this is". Mr Fletcher merely smiled, and the car proceeded in spite of the fervent remonstrations of the collier, and at last pulled



up with an expert sweep in front of the castle. Mr Fletcher dismounted and smilingly invited the now flabbergasted collier as his guest. The collier now guessed who his companion was, and offered almost frantic apologies, but Mr Fletcher insisted on his entering the castle, and after a good square meal, Shoni returned home to Kenfig Hill rejoicing, feeling it had been the best holiday he had ever had."

Andrew Fletcher was as keenly interested in the new and novel cult of the "flying machine" as he was in motor cars. In February 1909 we are told that he acquired the exclusive rights in "France, the Continent and the British Dependencies" of the new Voisin biplane. (France was as much in advance of Britain in the air as she had been with the motor car). He had placed an order for two dozen of the Voisin machines to be delivered in Paris at the rate of one a fortnight, and had formed a company, to be known as "The A.F. Company", with offices in the French capital. He had also acquired from the Mayor of Pau, a plot of ground for the trials of the new biplanes. The price of each machine was to be £1,000.

All this was in the pioneer days of flying, when the brothers Wright were still experimenting with the new form of transport. Pau was chosen because it was in the shelter of the Pyrenees. Wind currents were a great hazard to these early machines, and Wright never flew until after five p.m. - "the stillest time of the day". Fletcher clearly foresaw the value of the aeroplane, and in March 1909, in an interview with an undefined paper he stated :

"The aeroplane is going to be the thing of the future, but it will not be so rapid in its commercial development as the motor car. Indeed, what is to be the commercial value of it, no man can tell. Foreign Governments are waking up to the fact that the aeroplane will be a valuable asset for many purposes in the future, and the Russian Government is now in negotiation with Voisin Freres for fifteen machines....."

He also gave it as his opinion that "flying is very much safer than motor racing at 100 m.p.h. There are no punctures, and no trees to run into when cornering". Unfortunately, there are no press cuttings relating to flying, so we do not know what was the future of the A.F. Company.

*John Walker*

## **SHVR EVENING RUN WED 26<sup>TH</sup> AUGUST**

August's Evening Run will return to the Halfway Inn in Nantgaredig via another contrived route on Wednesday 26<sup>th</sup> August. Chris and Alan Broughton will be away on Holiday in France (practising for the Brittany Tour) so if you want to sample the superb food at the Halfway, then please give me a ring, since I have volunteered (on pain of death from Christine) to ensure that things go well and the usual level of organised chaos is maintained. Christine said she wouldn't give the route till the last minute to ensure no cheating, can't understand why. There could still be some surprises though !!

*Steve M*

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## **SHVR COLLEGE RUN 29<sup>TH</sup> AUGUST 1998**

Team Palmer and Mitchell have been out into the depths of the Brecon Beacons to cause trouble and devise the route for the College Run. We think we have excelled and have come up with a route that has very open driving amongst some tremendous scenery. However we will not give the game away. The run will start with tea/coffee at the Manor Hotel near Pontardawe who are the event sponsors. Lunch is at Llandovery College with a finish at the Dyffryn Arms in Neath, for a relaxing drink and prize/plaque presentation prior to perhaps having a meal which will be available from 6.30 onwards. We need to know numbers so please get your forms in as soon as possible. All for £10, how do we do it ?

*Steve M*

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## **SHVR ABERTAWE TOUR 30<sup>TH</sup> AUGUST 1998**

Just when you thought you couldn't enjoy life even more after the College run, the next day is the Abertawe Tour. Jan and Mike Glinternick are doing us proud again so we will have the usual chaotic start at Fforestfach. More devious routes round the Gower to a coffee/ice-cream stop on the way to a the finish at the Mountain Gate Inn where plaques and prizes will be presented. As is always the case, top quality food will be available at good prices.

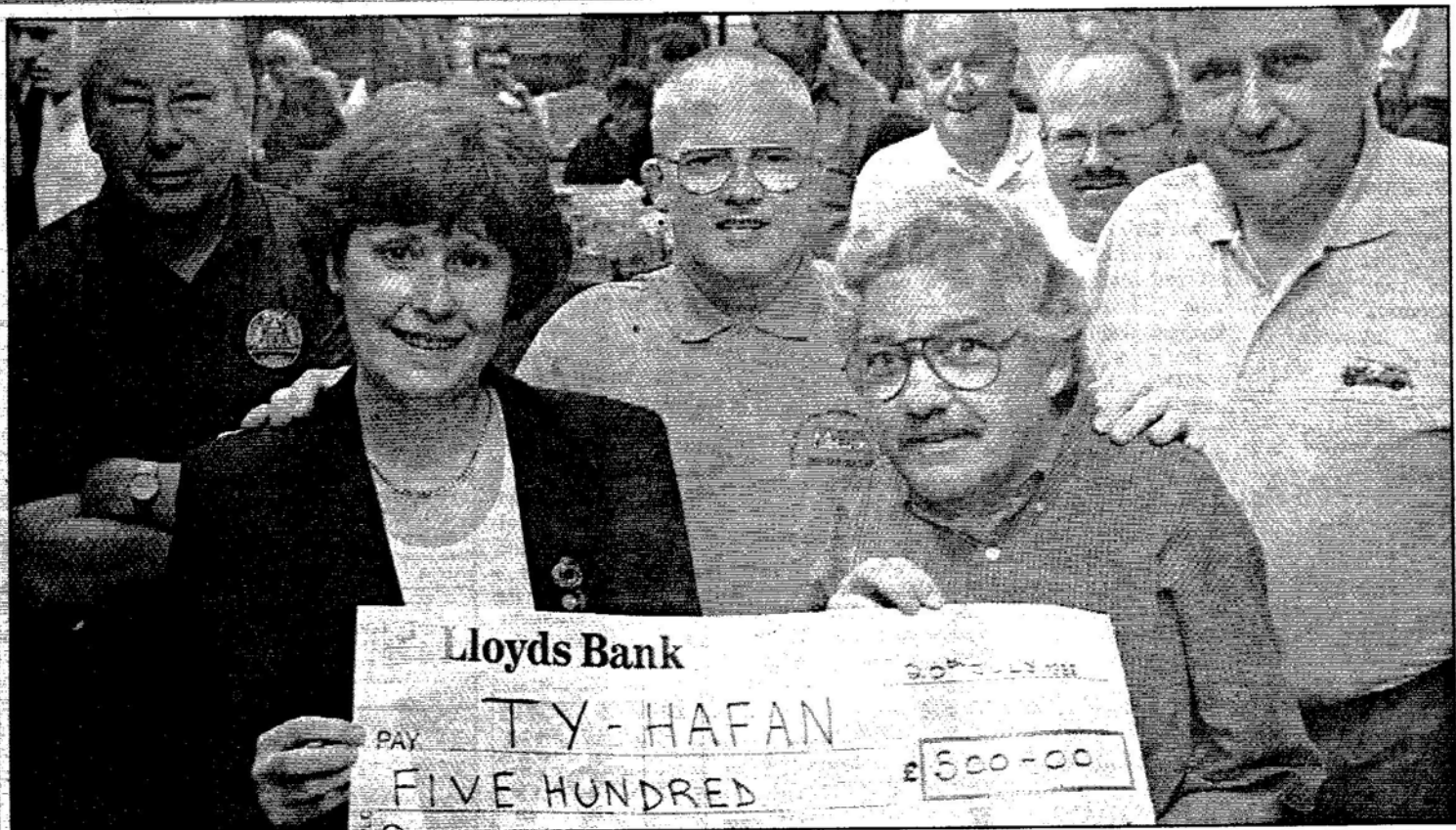
THE AWARD WINNING COMMUNITY NEWSPAPER THAT CARES

# Swansea <sup>OF WALES</sup> Herald

Thursday, July 30, 1998 No 207

VFD

Swansea Herald 76,259 July - December 97



**VINTAGE FUNDRAISER:** Swansea Historic Vehicle Register's highly successful May Bank Holiday vintage vehicle show at the city's Singleton Park resulted in a substantial sum of money being raised for local charities. At the register's recent club night at the Murton Rovers club the first donation from the proceeds was officially handed over when SHVR chairman, Mike Palmer presented a cheque for £500 to the liaison officer for Ty Hafan Children's Hospice In Wales, Sandie Grindlay. Mr Palmer said that the members were pleased to be able to support the organisation and would be announcing further donations shortly to other similar organisations. "Next year we are hoping to raise even more for good causes from this popular event," he said.

*On behalf of the trustees of Tŷ Hafan thank you so much for the marvellous donation of £500 presented to Sandie Grindlay last evening. She tells me that this was part of the of the proceeds raised from your Singleton Rally earlier this year.*

*I would be most grateful if you could pass on our sincere thanks to all your members for choosing Tŷ Hafan to be a beneficiary of all their hard work and for considering our charity to be worthy of their support both now and in the future.*

*Sandie has also asked that I pass on her thanks for the very warm welcome and hospitality extended to her - she appears to have thoroughly enjoyed meeting you all!!*

*Please accept our best wishes for all your future fundraising projects.*

*Yours sincerely*

**DOMINIC JENKINS**  
*Chief Executive*



Preseli Old Vehicle Enthusiasts held their annual Teddy Bears Picnic on Sunday 7th June. Cars assembled at Midway Motors of Crymych to form a procession which travelled through the town and on to Pantyderi Guest House for the picnic and other attractions. The event was attended by several hundred bears and their human owners. S.H.V.R. members are invited to support next years event which always proves to be a fun family outing.

Following the chance acquisition of some fur fabric the decision was made to continue with the Teddy theme for Cardigan Carnival. Costumes were made and the car trailer transformed into a float depicting a woodland scene, baskets were packed and it was off for another picnic. Just as the procession passed over the river bridge the Bentley which had been designated to collect the Mayor from the Guildhall decided to expire and completely blocked the road. The ensuing chaos was something of which Mike Palmer would have been truly proud. Once the problems were overcome, judging took place and the Bears had 1st place for a childrens float. Unfortunately, due to lack of sponsorship, the prize money was down to £20 this year but the sum of £117-38 was collected on route. Another day of great fun and surprisingly good weather. Proceeds from both events go to the Ty Hafan appeal.

*John Moody*



# SHVR 1998 EVENTS DIARY

DATE	EVENT DETAILS	CONTACT
<b>AUGUST 1998</b>		
Mon 17 <sup>th</sup> Aug	SHVR Club Night Murton Rovers	
Sun 23 <sup>rd</sup> Aug	Wings & Wheels Rally Pembrey	Mike Palmer 01792 203638
Wed 26 <sup>th</sup> Aug	SHVR Evening Run	Steve Mitchell 01558 650620
Sat 29 <sup>th</sup> Aug	SHVR College Run	Steve Mitchell 01558 650620
Sun 30 <sup>th</sup> Aug	SHVR Abertawe Tour & Mountain Gate Gathering	Mike Palmer 01792 203638
Mon 31 <sup>st</sup> Aug	Orllwyn Teifi Vintage Show	Derrick Davies 01559 370885
<b>SEPTEMBER 1998</b>		
Sat/Sun 5 <sup>th</sup> /6 <sup>th</sup> Sept	Beaulieu Autojumble	
Sat 5 <sup>th</sup> - Mon 14 <sup>th</sup>	SHVR Tour Of Brittany	Steve Mitchell 01558 650620
Sun 13 <sup>th</sup> Sept	Pontardulais Vintage Show	Steve Thomas 01792 882382
Sun 20 <sup>th</sup> Sept	Tredegar House 19 <sup>th</sup> Rally	Mandy Womack 01633 895145
Mon 21 <sup>st</sup> Sept	SHVR Club Night Murton Rovers	
Sun 27 <sup>th</sup> Sept	Swansea MG Club 3 <sup>rd</sup> Beacons Run	Robin Jones 01792 419780
Wed 30 <sup>th</sup> Sept	SHVR Evening Run	Chris Broughton 01269 870293
<b>OCTOBER 1998</b>		
Sat/Sun 3 <sup>rd</sup> /4 <sup>th</sup> Oct	Welsh Motorsport Extravaganza Aberavon	J Pickin 01792 812235
Sat/Sun 3 <sup>rd</sup> /4 <sup>th</sup> Oct	Malvern Autojumble & Static Show	Dave Channing
Sat/Sun 10 <sup>th</sup> /11 <sup>th</sup> Oct	SHVR Autumn Weekend & Irish Visit	Mike Palmer 01792 203638 Steve Mitchell 01558 650620
Mon 19 <sup>th</sup> Oct	SHVR Club Night Murton Rovers	
Sun 25 <sup>th</sup> Oct	SHVR Sunday Lunctime Run	Chris Broughton 01269 870293
<b>NOVEMBER 1998</b>		
Sat/Sun 7 <sup>th</sup> /8 <sup>th</sup> Nov	Classic Car Show NEC	
Mon 16 <sup>th</sup> Nov	SHVR Club Night Murton Rovers	
Sun 22 <sup>nd</sup> Nov	SHVR Sunday Lunchtime Run	Chris Broughton 01269 870293
<b>DECEMBER 1998</b>		
Mon 21 <sup>st</sup> Dec	SHVR Christmas Buffet Murton Rovers	
1 <sup>st</sup> Jan 1999	SHVR New Year's Day Run	Mike Palmer 01792 203638
(Compiled By Gerry Lloyd, Mike Palmer & Steve Mitchell)		



## FOR SALE

Some 1950's International Rally Plates. Serious Rally Plates, some very rare, Serious Offers Please. Also Britax Steel Sliding Sun Roof Kit, 2 Brass Pyrene Extinguishers. CIPO M1000 Tyre. 2 Alloy Brake Calipers (Triumph Uprichys Type). Offers Please to Mike Jones on 01792 362281.

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## FOR SALE

Morris M.O. 1954. Body and Engine Very Good. Minor work required to electrics. Price negotiable. Please contact John James on Carmarthen 01267 223108 or 01267 232948.

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## FOR SALE

1972 Range Rover V8. White, MOT'd. Good condition. Tax Exempt. £1000,00 or nearest offer. Please contact Terry Williams on Llanelli 01554 777768.

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## FOR SALE

Morris 1000 bonnet. Offers. Please ring 01792 883059.

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## FOR SALE

Triumph 1300 1968. No tax or MOT. £350 ono. Please ring John Jones on 01792 895044.

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## FOR SALE

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

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## GARAGE CLEAROUT



4 off 600 X 16 Crossply Tyres as new. XK120 Parts including :- Front Shocks, Fusebox, Exhaust System, Pair of Horns, plus various small XK120 parts. Please ring Geoff Anderson on 01639 845101

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## FOR SALE

1960 BMW Isetta Bubble Car. MOT'd excellent condition. £3,500. Please contact Bernard or Wendy Reilly on 01222 484112 (day) or 01222 703555 (evenings).

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## FOR SALE

Hillman Super Avenger. 1300 c.c. 1974. 55,00 miles. Mot + Taxed. One owner since 1976. Reconditioned engine. Good interior. Slight attention to bodywork required. £800 o.n.o. Please contact Eric Jones on Carmarthen 01267 236684.

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## FOR SALE

1930s Standard 14 for restoration. Complete, reasonable interior. Please ring for more details. Please contact Ivor Davies on 01792 296839.

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## FOR SALE

1969 Riley Elf. Needs finishing. Please ring David Elvy on 01792 884273.

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## WANTED

Triumph Spitfire 1500 bodysell. Please contact Dave Rawson on 01633 742334.

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## FOR SALE

1970 Triumph Herald 13/60 Convertible. Red. Requires some welding for MOT. Body Fair. Mechanics good. Carpets, Hood Cover and Tonneau. Good. £850. Please contact John James on Carmarthen 01267 223108 Or 01267 232948.

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## FOR SALE

Two pairs of semi-elliptical springs to suit an Austin Seven. Please contact Lynn Evans on 01792 463109.

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## FOR SALE

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

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## FOR SALE

1937 Austin 10 Cambridge. MOT + V5 £3,000. Please contact Bernard or Wendy Reilly on 01222 484112 (day) or 01222 703555 (evenings).

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## FOR SALE

1937 Riley Monaco, Steel Body. Ash Frame. Dry stored, complete £offers. Please contact Colin Isaac on 01792 208518.

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## FOR SALE

1976 Mini 1000 Automatic. 28,000 genuine miles. Please contact Huw Evans on 01792 826080 after 6.30 pm.

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## FOR SALE

1854 Hillman Minx Sidevalve. Almost running £100. Please contact Clive Huxtable on 01792 812165.

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## FOR SALE

1960 Morris 1000. Original Black Paintwork. Original Red Interior. Excellent condition. MOT'd and on the road £850 ono. Please contact Harry Griffiths on 01639 710697.

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## FOR SALE

1959 Austin Healey 3000 series 1. Fully restored. Red/Cream. Race prepared £20,000. Please contact Roger James on 01604 407799.

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## FOR SALE

1979 Chrysler Avenger. Genuine 30,000 miles. MOT'd. Ready to go. £500. Please contact Kerry at Gowerton Antiques .

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## WANTED

Roll bar for a Triumph Vitesse Saloon. Also wanted a hood frame for a Triumph Herald Convertible. Please ring Huw Evans on 01792 862080.

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## FOR SALE

Two 145 X 12 India GT tyres (new not remould). £30. Please contact Ivor Davies on 01792 296839.

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## FOR SALE

1975 Wolseley 1500. Nice condition. Used regularly. Long MOT. £975. Please Contact Steve Thomas on 01792 882382.

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## FOR SALE

Volkswagon Beetle 1300. Left Hand Drive. Not running. Some parts missing, but mainly complete. New tyres. No documents. £155.

Five Speed Gearbox for Rover SDI 3,500 £55.

New petrol tank for Triumph Herald estate, or Triumph Courier Van. £25.

Set of pistons (new +005) for a Vauvhall Viva HC. £20.

Please Contact Gwyn Stephens on 01639 630763 (evenings).

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## FOR SALE

A Quantity of New Tyres. 600 X 19. Leicester Tyres. £110 each. Please contact Lynne Thomas on Ammanford 01269 594661 (Evenings).

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## FOR SALE

Jaguar Sovereign. 4.2 Litre D Reg. Metallic Antelope Beige. New MOT. 83,000 Miles. £2,000 ono. Please ring 01558 824060.

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## FOR SALE

1980 Vauxhall Chevette Hatchback £300 ono. Please ring Peter on Swansea 01792 523033 Or mobile on 0976 692920

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## FOR SALE

1976 Daimler Sovereign, Series 2 XJ6 Coupe. Excellent original interior. Factory Fitted electric sunroof. New Front wings. Dry stored last eight years. Runs Nicely. £3,500. Includes Reg No MX 6666. Please contact Robert Regan on 01495 222066.

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## FOR SALE

1976 Mini Convertible (2 seater). £1,000. Please contact Bernard or Wendy Reilly on 01222 484112 (day) or 01222 703555 (evenings).

## 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 to 1948 Headgasket. Hillman Minx 1950 to 11953 Decoke set. Hillman Minx 1954 on sump set. Set of Brake Linings for a bullnose Morris. Please ring Huw Evans on 01792 826080.

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## FOR SALE

Parts for 1960s -1970s Rootes Cars. All sorts. Please contact Ron Bray.

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## FOR SALE

Loads of spares for Minivan and Mini Saloon. Too much to list. Also Mini Clubman, Restoration Project. For more information, please ring Steve on Swansea 0802 248732 (Mobile).

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## FOR SALE

Landrover Series 2A Caravanette. 1963. 4 Berth 2 hob and Grill. Electric water pump. Elevating roof. Overdrive and Freewheel Hubs. 12 months MOT. £3,500. Please ring Gerry Stock on 01550 721231

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## FOR SALE

1932 Daimler, Mulliner Body, 16-20 Chassis. Sleeve Valve Engine. All complete but body requires major work. £3,500. Please ring Robert Regan on 01495 222066 for a better description

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## MAGAZINE ADDS

if you would like to place a large advertisement (full, half, or quarter page) in this magazine then please contact Mike Palmer on 01792 203638, or Steve Mitchell on 01558 650620.

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## FOR SALE

1966 Austin Cambridge. Reg No DAN 380D. Spares or repair with V5. Please ring 01639 882691.

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## GOOD HOME WANTED

For 1973 Lotus Elan +2S 130/5 Special Edition. (2+2 Coupe). Original Lotus Racing Colours. Red with Silver Flake Roof. Big Valve Engine completely rebuilt. Only 55,000 miles from new. Very detailed history. Good Condition. Taxed and MOT'd. £7,000. Please ring Steve Mitchell on 01558 650620.



FOR SALE

Engine and gearbox, 19000 miles, for 1942 Wolseley 1600

Hand powered swede seed planter

Tractor pulled cabbage, swede hoer

Horse drawn corn drill 1887 with shaft

Lister water cooled engine 1½ horse power

Cast iron letter box VR

!ladies and 1 mans bike Lycett Palm Beach

Finials from Llandovery Railway station gates

Horsedrawn Cosworth cart, restored in good condition

Horsedrawn Milk float

Two chaff cutters

Many other small bits and pieces

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## SHVR REGALIA

### Car Badges

SHVR 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.

### Spring Warmers (Essential For Shows And Events)

SHVR Embroidered sweatshirts with standard club badge or 20<sup>th</sup> 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. If required, car details or name can be embroidered around the SHVR logo at a small additional cost (approximately £4 extra).

### Head Gear

Baseball Caps with SHVR embroidered logo £7.00.

### Wollen Hats

Woollen Hats with SHVR embroidered logo £7.00.

### Key Fobs

Leather Key Fobs with SHVR Logo £1.75.

### Badges

Lapel Badges with SHVR Logo £1.75.

S.H.V.R. Windscreen Stickers (for inside fixing) £1.00 each.

### Blazer Badges

SHVR Logo blazer badges £8.00.

### NEW ITEM :- Tie or Lapel Badges

Pin Back Badges with enamelled SHVR Logo £1.75 each.

### SUMMER Essentials

SHVR Embroidered polo shirts with standard club badge or 20<sup>th</sup> anniversary badge. Most colours available. Sizes up to Extra Large £14.50. Extra/Extra Large £15.50. If required, car details or name can be embroidered around the SHVR logo at a small additional cost (approximately £4 extra).

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

Umbrellas with SHVR Logo. Blue/White or Red/White as tested at Singleton Park. £17.50 each.

### NEW ITEM :- SHVR T Shirts

T shirts with printed SHVR logo £8.50

Polo Shirts with printed SHVR Logo £12.50

Samples of the sweatshirts and the polo shirts will be available on club night. Please see

**Christine Broughton or any Committee Member**

or ring Christine on 01269 870293

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

