

S.H.



V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER

21 YEARS SERVING THE ENTHUSIAST

FEBRUARY 1998 MAGAZINE



1997 CHAIRMAN'S REPORT

1997 was a very busy and successful year of events and activities. The only disappointment was Singleton, however we have moved on and are now in an extremely strong position for 1998. The essence of the year was that all the members have got something out of the club, even if they just received the magazine. The value for money provided by the club has been tremendous. The membership fee covers the newsletter alone, and in fact for 1998 we will be making a slight loss. There is a good reason why we have so many members, this is because we are now extremely active and we combine this with good value for money. The hard bit is maintaining and building on what we have already achieved so that the club moves forward and is progressive.

There has been no donation from Mumbles Round Table for Singleton 1997. Despite this, the turnover for the club has increased dramatically, with all the funds being directed towards benefiting the members. We have managed to slightly increase our fund levels through our stock holding and current bank account holdings. On top of this we possess two Gazebos and two barbecues for use at SHVR Events, in addition to banners etc. Steve M has covered this in his AGM report. The important thing is that we have a sound financial footing on which to proceed.

Throughout all our committee meetings there has inevitably been occasions where decisions have had to be made. We have established a clear set of criteria for doing this and that is "does it benefit the club and does it benefit all the members". I believe it is essential that this philosophy is maintained since it is essential to the continued successful running of the club. The four letters S.H.V.R. can be mentioned throughout South Wales and the UK with pride. When times have got hard and the paperwork seems to engulf us then you have to say, "why are we doing it". Pride in our club and the four letters S.H.V.R. is the answer. Our members are proud to wear sweatshirts and tee-shirts with the club badge on them. The same for their cars. We must not forget this.

We have worked really hard this year. There were times when we struggled, especially in the rain at Singleton. There is no way of explaining how you feel when all the hard work is washed away by the weather. Still we rose from this to fight another year. My Thanks to:-

Our Secretary Steve Mitchell. We must have shifted whole trees this year, there is the magazine which takes a weekend per month to produce. Plus the events, plus the letters, plus minutes of meetings, plus magazine distribution. Every piece of paper issued by the club comes from Steve. Plus help running the club and Singleton. Plus organising events. It's never ending. Our Treasurer Stan Bingham. Who has also doubled as membership secretary. Stan has done all the banking and has dealt with all the membership and sends out the magazine every month. Our Vice Chairman Mike Evans. Mike has provided help with the Magazine and is always on hand to assist with the running of club night. Our Committee Members Christine and Alan Broughton. Chris has done a tremendous job promoting and selling club regalia. There is also the evening and lunchtime runs which have been very successful. And don't forget Singleton which included coordinating the responses for the show and help on the day. Our Committee Member Bill Radford. Who raised £619 from raffles and auctions. This is a tremendous effort which has made a significant contribution to keep the club afloat financially. Our Committee Member Tony Vaughan. Who did a great job coordinating the Kinsale trip this year, and organised the club night talks. Then there was the sponsorship from Mobil. Finally Our Committee Member Johnny Howells who helped on the day at Singleton.

As you should now be aware, our links with Mumbles Round Table have been severed for this event, which is the main SHVR event for 1998. Preparations are well under way and the original concerns I had over us going solo have long gone. Yes we have the resources to do the show and I am relieved and immensely pleased that Ian Hamilton-Shaw has joined the club to assist us with Singleton. I am now excited at the prospect and would like to thank all those who have offered to help. You can be sure that I will take you up on your offers and will be giving you all jobs to do on the day. What I don't want is for anyone to be tied up all day so I am only looking for a couple of hours of your time so that you will still be free to enjoy the show.

I leave the new committee with a total commitment to Singleton and look forward to 1998. However a cautious note. S.H.V.R. is a precious commodity as my predecessors well know. We must maintain and build on what we have achieved. There is no room for passengers on the committee, it will be hard work, but it is also team work since the direction is clear. It is S.H.V.R. "our club" that is important.

Mike Palmer, SHVR Club Chairman 1997

THE THOUGHTS OF CHAIRMAN MIKE

Well !!. Here I am again !!. Yes, I'm afraid you're stuck with me for another term of office as chairman and still no sign of time off for good behaviour. My 1997 report hopefully sums it up with the necessary thanks having been addressed. By sending out a ballot/nominee form in advance of the AGM, it gave everyone a chance to be elected if they so wished. Many thanks to last year's committee and a warm welcome to this year's team with the addition of Jerry Lloyd, Dave Channing and Steve Pearson. I'm sure that between us all we can continue to ~~force~~ help you all to enjoy your veteran, vintage and classic motoring.



We have kicked off the new year with an excellent start by the committee to get the events ball rolling. Tony Vaughan has made all the necessary arrangements for Swansea/Cork route for the Kinsale trip in May. So come on all you ditherers, let Tony know immediately if you wish to go. Places are filling up very fast. Likewise if you are doing the Kinsale trip from the Midlands, contact Dave Rawson on 01633 742334. There is yet another alternative which is to go from Fishguard to Rosslare, so contact Steve M on 01558 650620 for details. Don't Delay Do It Today !!!.

The Sunday Lunchtime runs are being very well supported, there was a good turn out for January.

The club is continuing to grow and for various reasons the members requested that we changed our monthly meeting place. The ballot on this has now been completed, and from now on we meet at the Murton Rovers Club on the usual third Monday of each month. I would like to thank Idris and Rose Roberts for the support and hospitality they have afforded the club over a good number of years. I would like to wish them continued success for the future. So lets move on, which brings me neatly on to ? Yes you've guessed it "Singleton Show". All 1,600 invitations have been typed, licked, stuck and posted by the stamp team of Christine & Alan Broughton, Steve Mitchell, Christine Palmer and yours truly. After all those stamps, I went to brush my teeth and got stuck to the toothbrush. Why don't the GPO introduce strawberry flavoured glue, It would make a big difference. So don't forget to come and nag me on club night to give you a job at Singleton. The more helpers we have the more chaotic it will be and as you know I like chaos, it's good fun. Remember "**You're Club Needs You**".



Dave Roberts from the Evening Post is once again putting together this year's "Time Travels" supplement and is always looking for stories. If you can help, please contact Dave with your offerings, not only will it bring pleasure to the readers, but its another feather in SHVR's Cap. Likewise, if any of you come across any "buried treasures", please send them to Mike Worthing-Williams for inclusion in Classic Car Mart. This again helps SHVR since Mike is continually giving us a mention in his superb magazine, which by the way has an article on S.O.R.N., those four letters that seem to be causing outbursts of panic amongst old vehicle lovers.

Thank you all once again for re-electing me as your chairman and as always I shall do my best to carry out your wishes. So get the spanners out and the cleaning materials at the ready for our best ever Singleton.

Happy & Safe Motoring

Mike P

SHVR AGM 19TH JANUARY 1998 MURTON ROVERS

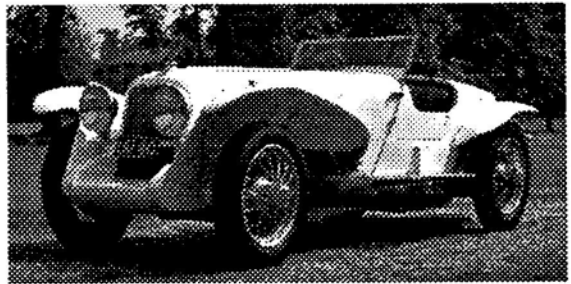
There was a good turnout for the AGM at the Murton Rovers. Mike Palmer gave a summary of 1997 to the members, which included a breakdown of the accounts. The figures are quite astonishing for a small club with around 200 members. The turnover was £12,036 and income £10,779, the difference is balanced by the fact that we have a regalia stock holding of £1,340. This combined with our bank balance of £927 puts us in good stead for 1998. All this without any bonus from Singleton. Mumbles Round Table paid our expenses, but no more. Having completed his reports, the whole committee resigned and the club was passed back to the hands of our president Johnny Thomas who took charge of the election process. This was fairly straight forward since we had established working positions on the committee against which nominations were received prior to the AGM. In fact, no nominations had been received other than this main list which was unanimously passed by all present, including 20 postal votes. Hence I think the main task is to explain the new positions on the committee.

Jerry Lloyd :- Events Coordinator.

This is not an events organiser role but a club liaison role. There is a need to liaise with other clubs in South Wales and the UK both to coordinate what is going on so that we all know, but also to help promote SHVR events with other clubs. We must strive to ensure that where possible our events don't clash. Jerry is ideal for this since he has been a key figure in the club scene for many years.

Steve Pearson :- Chief Marshall.

Steve's job is to organise the people and manage all aspects of Marshalling at our events, including Singleton. By planning this aspect of our events earlier, we can improve both the quality of our event organisation on the day, and seek to maintain safety.



Dave Channing :- Club Stand.

We started to do more to promote the club at events last year and create a proper club stand. This will now be lead by Dave who will co-ordinate club stand activities at major events, like Singleton, Tredegar Park and Malvern. We will not be doing this for all events due to the logistics involved.

The AGM was finished off by Mike Palmer announcing that a ballot would be held regarding the choice of Clubnight venue. This has already been the subject of a letter to all the members. The trick now is to get on with it. I think there is now only one main issue to address. If anyone can help or advise on this, it would be much appreciated. The problem is that we are becoming a significant club with a substantial turnover, regardless of any success at Singleton this year. We need to address the status of the club in legal terms, to ensure that we are not breaking any rules. Our increased visibility through publicity and our successes dictates that this cannot wait. We will keep you posted as always.

Steve M

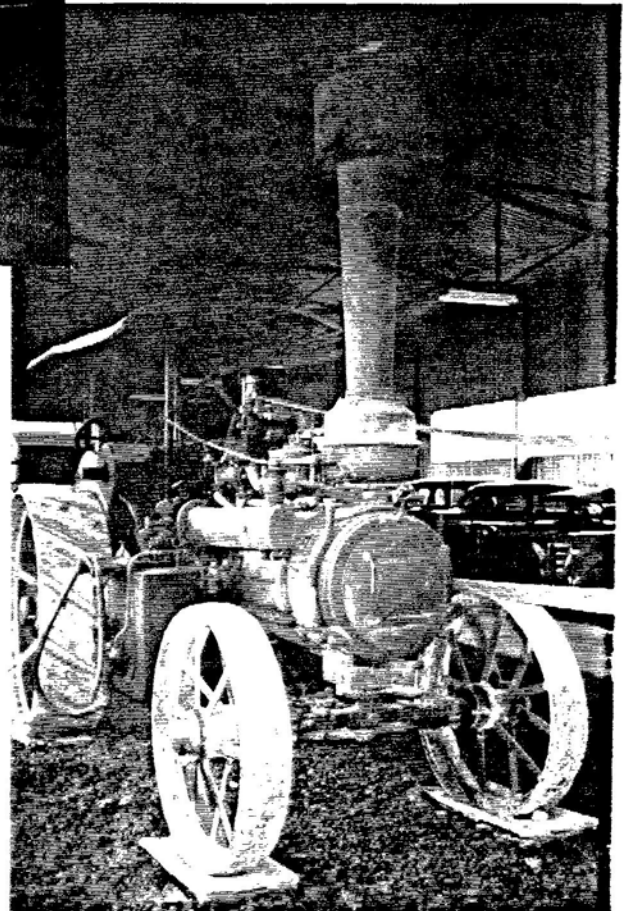
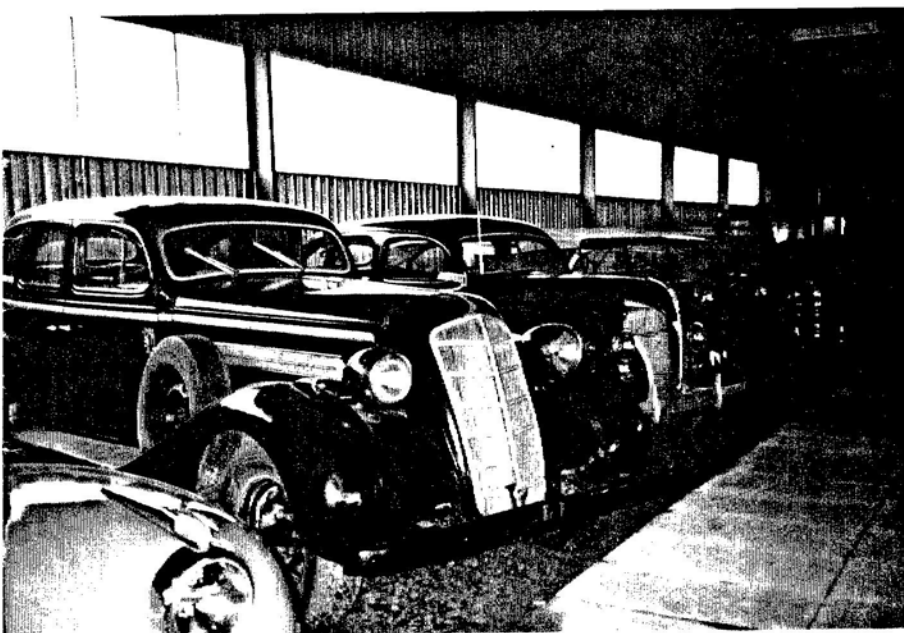
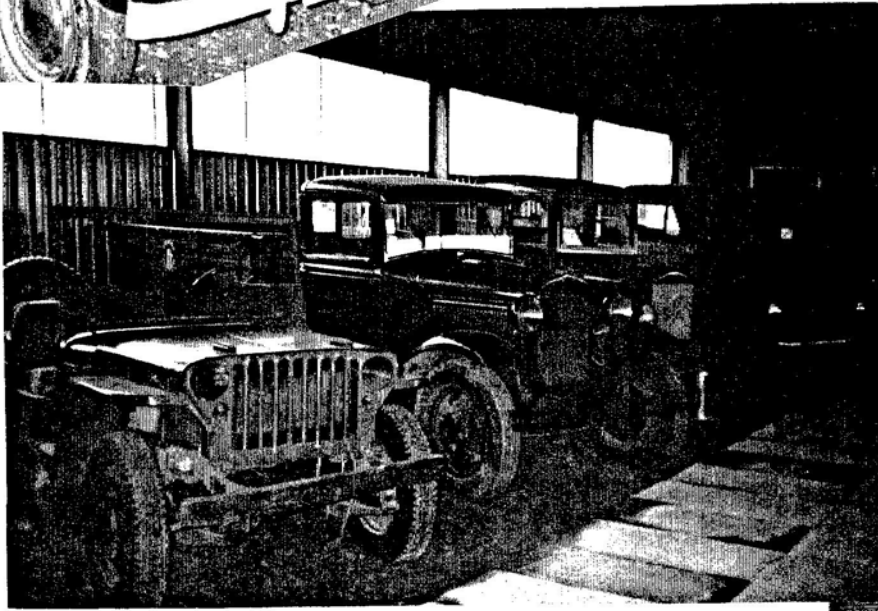
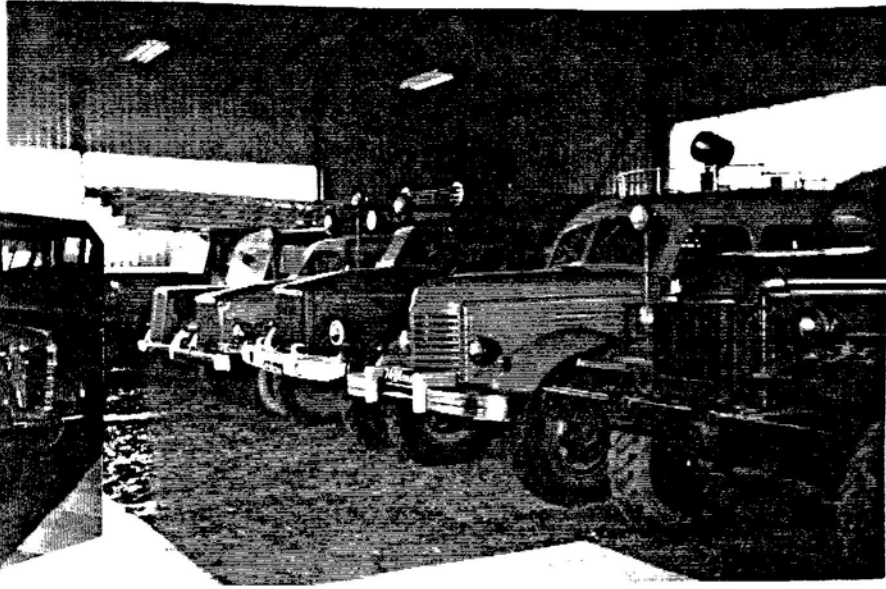
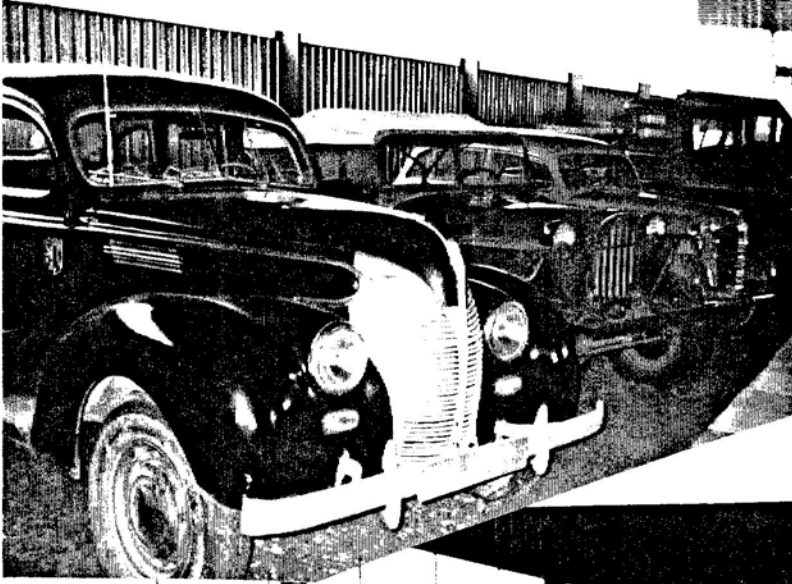
JANUARY 25TH SUNDAY LUNCHTIME RUN

The weather did us proud, it was dry and sunny. There was a good turnout at Pont Abraham Services. Mike P had dusted off the MkII, Alan & Christine Broughton braved the elements in the Morris 8. Steve Pearson brought out the Vauxhall 101, and practised marshalling in the main car park, this was OK but we suggested that next time he should stick to the classic cars. Ivor Davies really braved the elements with the top down in the Alvis, so we thawed him out with coffee. Ted Purcell and Lyn brought out the Riley Special and the 1.5. Brian Schofield was chauffeured up from Pembroke in a very tidy Avenger his son had recently brought. Daryl Lewis in his Lincoln brought along a friend with a slightly modified Volkswagon Camper. The Porsche 2 litre engine ensures you get down the beech before the Germans, to put your towel on the sunbeds. Lyn Thomas started with the Rolls Royce but switched to a Jag due to mechanical problems. I'm sure Mike P won't let him forget that for a while. Jerry Lloyd turned up in a modern four wheel drive to keep us all in line. We met Geoff Anderson in the white XK 120 and Viv Guerier in his Bentley, at the Dyffryn Arms. Stan also turned up in the Healey to ensure that everyone present had renewed their membership and caught out one or two. The meal was excellent, it was nice to sit there and chat and watch the world go by. Good food and pleasant company. I had a blowout on the way home in the MGC. It was the same old problem, wire wheels, ribbed (modern) tyres and inner tubes. We were not amused, so we now have new heavy duty Michelin inner tubes. We will see.

Steve M

THE CONFESSIONS OF A RAFFLE SALESMAN

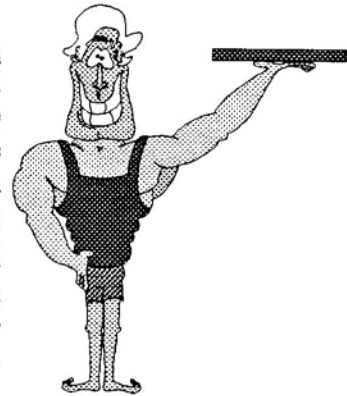
When Bill was on tour in Latvia, he came across a hoard of vehicles in a barn. Having managed to sell the owners raffle tickets for the August 1966 club night raffle, Bill needs to know what the cars are, so that he can contact them, to tell them they haven't won anything. Answers on a fiver or a valid raffle ticket to Bill on club night.



HOW TO BE A GOOD HUSBAND EVEN IF YOU ARE A 1950'S MODEL

Dinner :- This can be a difficult time in a chaps life!. Keep smiling and never let on that the extra dose of BSE that keeps making an appearance is suspicious. Always have your life policy at hand and paid up. It will do you no good, but the "Management" will be looking for lots of holidays, fast cars, and toy boys when you tuck your toes up!. She will deserve it having lived with you for so long.

Prepare Yourself :- Driving home in the best of the family cars with all the HP outstanding, but confident that it is the image you need, will require concentration of a particular kind. After all, the old banger (the car!) Your dearest drives could become a bone of contention. Be nice when she tells you the Blue Smoke belching from the exhaust was worrying a policeman and the Environmental Agency. Paying the fine will endear you to your wife and if done well could enable you to score much needed "Brownie Points" and with luck, avert a row and the expense of all that unnecessary repair work. The funds can then be so usefully applied to your vintage/classic motorcar, that's soaking up so little of the family budget - well in comparison to the kids !!



If the place is "Upside Down" when you arrive home, don't moan, keep a low profile and smile. Humour the little lady, after all, your day at the works in the warm with the coffee on the nail and all those beautiful people you work with and who love fawning about you, was absolute HELL, compared with clearing up after you, cooking and cleaning, gardening and general estate work she has done during the long day, lunching and having coffee with her mates!.

Clear Away The Clutter :- If everything is immaculate and superb, get suspicious and check the garage. Your first love may have moved on !!

Minimise The Noise :- If "it's all too quiet on the Western Front" upon your arrival home, you may be in the fertiliser !!. Don't ring the Police, or call an Ambulance. Check the house for a note first. If there is one, you may well be "Ahead on Points", but will certainly need the assistance of a very good solicitor - she will have one and it usually leads to a mining disaster if you are not careful. She gets the mine and you get the shaft !!.

Listening To Her :- You may think that your day has been interesting but remember, the "Old Girl" is the power behind you. She's the one who dealt with the bailiffs and the telephone canvassers, (For Goodness Sake, check she hasn't bought a new kitchen without your say so. After all, the Butcher's Block next to the Primus, and the Washing Dolly was quite adequate for your mother!). The Double Glazing man needs serious attention, they can be so pushie, any signs of second visits etc need serious thought - all that testosterone you know !!.



It's amazing how far ahead of the game you can be if you will give her a chance. Intelligence gathering is imperative. Come to think of it, she will have ALL the intelligence needed to deal with all the really difficult problems, and as a chap, you might have to look up a few words (If you can use a dictionary) to understand or even get the gist of the subjects at hand.



Make The Evening Yours :- Well !, If the pub or the darts team call or the COC (Cavalier Owners Club) demands your full attention, fine!. They say suicide is painless, go ahead and stay out all night. In the East they usually hand the POW's over to the women. The women in the WEST are only marginally kinder, but then these stories cannot all be true, can they ?.

Your Goal :- To get home, have your tea, read the paper, forty winks, a few hours in the garage polishing your mascot etc. etc.

Wonderful ! We all expect to read your obituary in the very near future and to attend the wake where your childhood sweetheart will be holding court with the truth about you !.

Some Don'ts :-

Don't go ballistic because your wife has parked her car (Well yours really but you let her use it) so that you cannot get out of yours without the roses attacking you.

Don't complain about your diner. It can so often be found in the CAT at short notice !

Don't shout at the kids, especially the teenagers smoking and drinking in their darkened rooms with RAP music emanating. Such an attitude will destroy your relationship with everyone. Your tea may end up on the wall!!

Don't worry about questions involving judgement and integrity, your good lady will have long given up with you regarding subjects and words of more than two syllables.

Don't even consider for a moment that you are in charge, or master of the household. You ARE NOT and NEVER HAVE BEEN. Your wife holds all the cards and will always do so.

Conclusion.

"She who must be obeyed" is a diamond. Abrogate all responsibility to her and your life will be wonderful.

She will take all the decisions, all you have to do is get to Malvern a couple of times a year by following the mascot on your bonnet.

Remember though, that your wife may put up with your little idiosyncrasies, but when you come through the Yellow gate in October, you will have to deal with that Monster - Ian Green. Nothing personal, but being in the wrong lane without your ticket on the screen the right way up will result in your instant demise - Grrrrrr!!!!

Actually, holding the ticket up is a management task, so once again you will be OK, you can continue to blame your nearest and dearest, not forgetting that it may be a long walk home if you are too obnoxious !!



Finally :- The following usually sets the tone of any marriage :-

**A woman, a dog, a walnut tree,
Take a stick to them,
the better they be !!**

As they say in the Royal Sandbacks - Who dares dies!!

Anon- Malvern Worcestershire.

BELOW: In the 1950s, the British toy vehicle market was dominated by the great die-cast ranges: Dinky Toys, Corgi, Spot-On and Matchbox. The plastic kit manufacturers, with healthy sales of aircraft and ships, neither competed head-on nor stayed out. In 1959, US giant Revell launched the Cadet car series with Rover 3-Litre, Jaguar 2.4, Ford Consul and this Karmann Ghia.

Stirred by the box art and natty free pennant ("for your bicycle or scooter"), and aglow with enthusiasm, you set up on the kitchen table, entirely confident of a Corgi-finish masterpiece within the hour.

But the body shell came in several mutually antagonistic pieces. The bumpers and lamps, clearly advertised as "silver", were undeniably grey. And rendering a

CHILD'S Play

No car we owned later in life quite measured up to the tiny vehicles which motored the carpets of our youth

perfect tyre with your sweep-like paintbrush proved surprisingly taxing.

Accustomed to airily passing off your Focke Wulf's blotched paint job as the latest Luftwaffe camouflage, you ruefully reflected that such assertions applied less readily to sports coupes. But it was the multi-curved glazing that broke your heart.

Components described, helpfully, by Revell as "clear acetate window strips" required balletic simultaneous manipulation of scissors and cement: their installation would, you became tearfully convinced, have defeated Mr Karmann himself.

The immobile, pitted and multi-

hued wreck - five hours in the making - aroused bitter rage of such intensity that only immediate return to your lustrous, free-wheeling die-casts could assuage it.

RIGHT: No toys aroused such anticipatory excitement amongst the short-trousered as those given free in packets of breakfast cereal: mothers, however, in grim contemplation of pantry-challenging uneaten wheat, could be surprisingly unenthusiastic. This full-page 1957 promotion clearly promises a sit-in vehicle of some potency: the inch-long crudity you actually got could ruin your entire morning. How odd, then, that those sofa-circuiting, afternoon-long grands prix were so sublime.

Plastic Passions

1st Continental Car Kit in Revell Cadet Series

Say hello to the first Continental car to join the record-breaking REVELL CADET SERIES - the Volkswagen Karmann Ghia. Build this trim sports car in all its fascinating detail for only 2/11, knowing that Revell's Authentic Kit is scaled from Volkswagen's own blueprints. Sensational value with over 35 parts including clear acetate window strips, wheels that actually turn, and silver parts. Get the Karmann Ghia from your local Hobby, Toy or Model Shop.

only 2/11

Have you made the other Cadet Series cars yet? ... Rover 3 Litre - Jaguar 2.4 - Ford Consul - all 2/11.

A FREE REVELL KARMANN GHIA PENNANT IN EVERY KARMANN GHIA KIT



For more information, contact your local Hobby, Toy or Model Shop. List of shops in the back of this magazine. Write to Revell, Dept. 100, 1951 16th Street, Berkeley, Calif. 94704.



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ILLUSTRATIONS: TRB ARCHIVE

Free! model racing car

IN EVERY PACKET OF SUGAR PUFFS

Are you collecting the full set of these super new model racing cars today? They look like the real thing. There are five cars to collect in every packet of Sugar Puffs. There's nothing to connect! You get a really snappy car right there in every packet of Sugar Puffs. Yes, it's the most unusual die-cast car you've ever seen... sugar and golden honey! Delicately designed! Ask your dealer for the Sugar Puffs book - and get your first FREE model racing car right away!

MODEL PUFFS ALL MADE ONLY BY QUAKER OATS LIMITED



Trivia

- In 1909 in Nova Scotia a law was passed which prohibited cars on the road except Tuesdays and Thursdays. Penalties were severe: a 200 dollar fine and 6 months' imprisonment.
- The Mersey tunnel, completed in 1933, cost £8 million.
- It was estimated that by the early 1970s, almost a quarter of Australia's population of 12.5 million was employed in some connection with the motor industry.
- The two founders of France's most famous car makers, Louis Renault and Andre Citroen, went to the same school at the same time - the Lycee Condoriet, Paris.
- "I don't think that just because I have passed my test I am a good driver. I'm still learning. I'll probably buy an Aston Martin." - John Lennon after passing his driving test.
- In 1930 the Americans J.B. Hargis and C. Creighton drove a Ford car backwards from New York to Los Angeles and back.

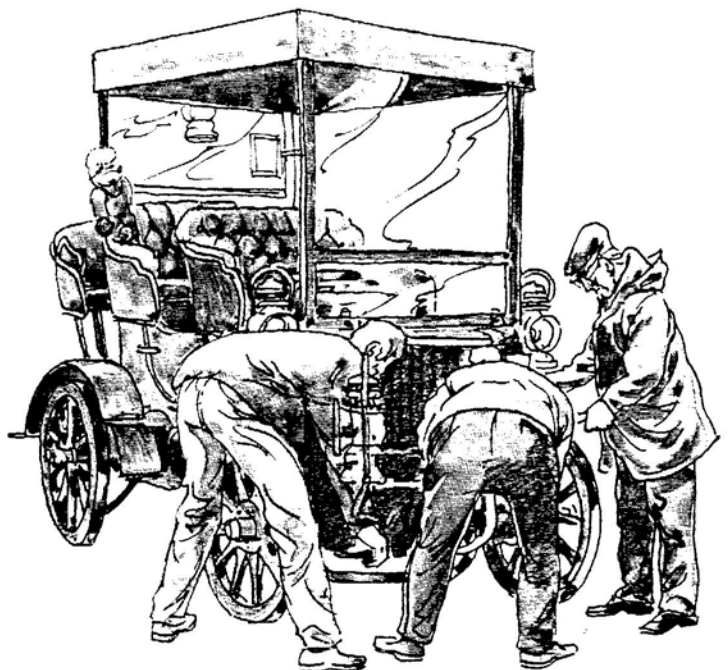
• The first British fire brigade station to be equipped with motor appliances to the exclusion of horses was at Eltham Road, Lee, in south London in 1906.

• Prior to 1907 British villages and small towns did not have name signs on the road: post offices were directed to display the name of the village outside their premises. From that date, however, the Automobile Association began to place name signs at either end of the village, with further information on the distances to the four nearest towns.

• The word 'chauffeur' comes from the French for stoker in the days when drivers of steam vehicles had to stoke as well as steer.

• Fatalities from road accidents in Nigeria are considerable. Every year it suffers 234 people killed for every 10,000 vehicles on the road, compared to 3 fatalities per 10,000 vehicles in Britain.

• Argentina, China and the Phillipines changed over from driving on the left to driving on the right in 1940.



Check These Points on S.U.

FIRST let us run over the operation of the S.U. pump briefly. Remembering that there are three main assemblies, the body, the magnet assembly and the contact breaker, the action of the pump is as follows: when the pump is at rest the outer rocker lies in the outer position and the tungsten points are in contact. The current passes from the terminal, through the coil, back to the blade, through the points and to earth, thus energising the magnet and attracting the armature. This comes forward, bringing the diaphragm with it and sucking petrol through the suction valve into the pumping chamber. When the armature has advanced nearly to the end of its stroke the "throw over" mechanism operates, and the outer rocker flies back, separating the points and breaking the circuit.

The coiled spring (see Fig. 1) then pushes the armature and diaphragm back, forcing petrol through the delivery valve at a rate determined by the requirements of the engine. As soon as the armature gets near the end of this stroke the "throw over" mechanism again operates, the points again make contact, and the cycle of operations is repeated.

The spring blade rests against a small projection on the bakelite moulding, and it should be so set that when the points are in contact it is deflected back from the moulding. The width of the gap at the points is approximately 0.030 in.

Reset the Points

If the magnet is removed from the body for any reason care should be taken that the rollers do not drop out. If the armature and centre rod have been unscrewed it will be necessary to reset these. In order to do this the spring blade which carries the contact must be swung to one side. The armature should be screwed in as far as possible and should then be screwed back gradually and pressed in and out until it is found that when it is pushed in slowly but firmly the "throw over" mechanism operates. It should then be unscrewed a further two-thirds of a turn.

The six screws which hold the magnet to the body may now be screwed into place, but before tightening these down it is essential that the diaphragm should be stretched to the outermost position. This is most easily done by inserting a match-stick behind one of the white fibre rollers on the outer rocker thus holding the points in contact (Fig. 2). If a current is then passed through the pump the magnet will be energised and will pull the armature forward and while it is in this position the screws should be tightened.

Should the pump not work disconnect the lead from the terminal and strike against the body of the pump to see if it sparks and if therefore any current is available in the wire. If the current is there remove the bakelite cover and touch the terminal with the lead.

Dirty Points. If the pump does not operate and the points are in contact and a spark cannot be struck off the terminal it is probable there is some dirt on the points. These may be cleaned by inserting a piece of card between them, pinching them together and sliding the card backwards and forwards.

If Points Don't Break. If, when the wire is connected to the terminal and the tickler of the carburettor is depressed, the points fail to break it is possible that there is either an obstruction on the

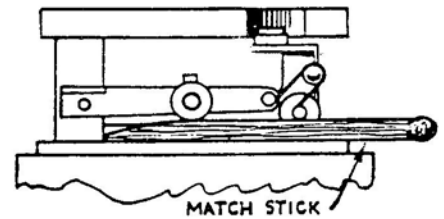


Fig. 2

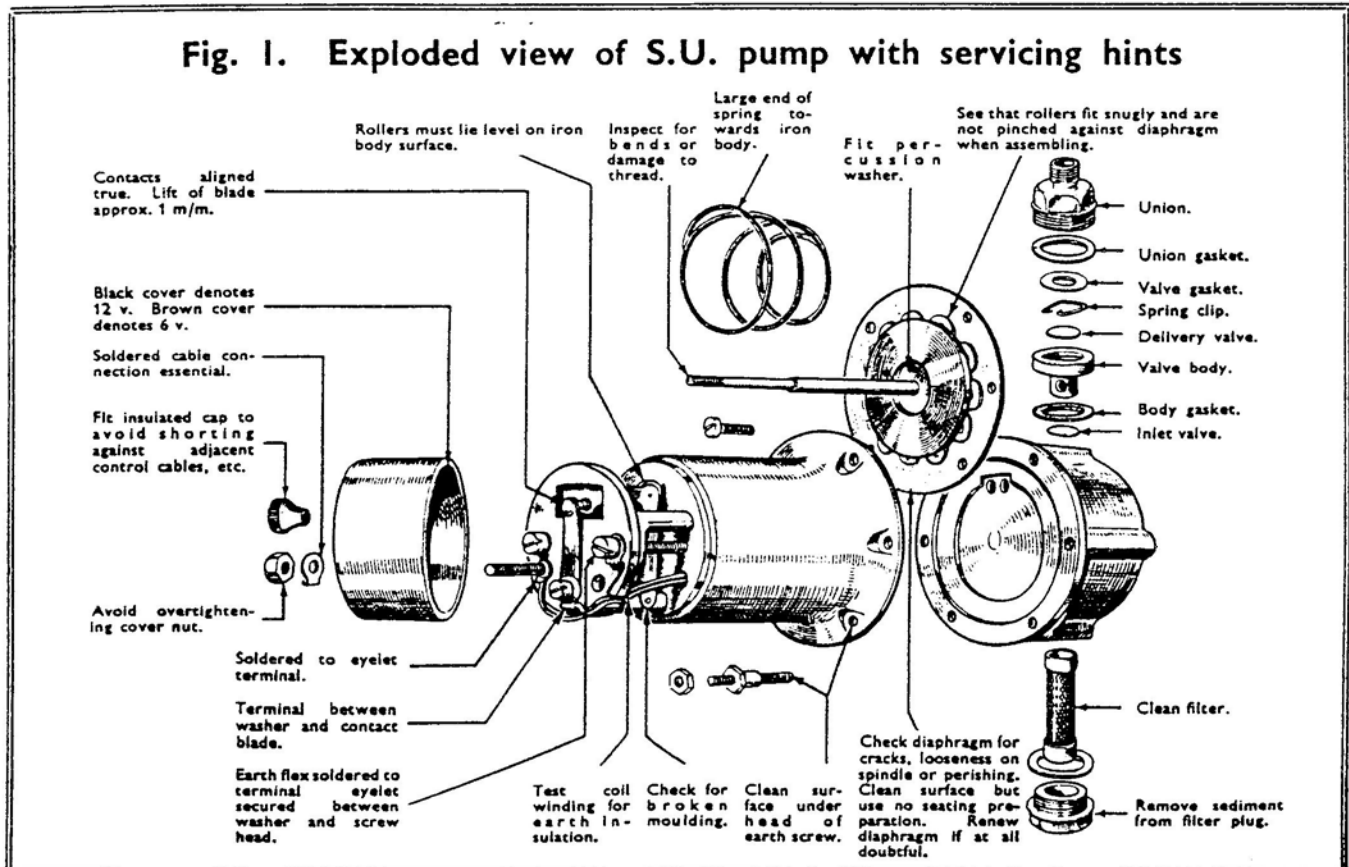
Checking for Faults

In the event of trouble, first disconnect the petrol delivery pipe from the pump. If the latter then works the most likely cause of the trouble is a sticking needle in the float-chamber of the carburettor.

suction pipe, which should be cleaned by blowing down it with a tyre pump, or something in the pump itself is preventing a correct movement.

This may be due either to the diaphragm having stiffened or may be

Fig. 1. Exploded view of S.U. pump with servicing hints



due to foreign matter in the roller assembly which supports the diaphragm and, therefore, the diaphragm should be removed and the whole assembly cleaned and reassembled.

A Noisy Pump. If the pump becomes noisy, look for an air lock on the suction side. The simplest way to check up for this is to disconnect the petrol pipe from the carburettor and allow the pump to pump petrol into a pint can. If the end of the pipe is then submerged in the petrol and bubbles come through there must be an air leak to be found and cured.

Noise can also be caused by petrol boiling before it gets to the pump. This occurs most particularly on cars on which the petrol pipe runs near the exhaust pipe and is usually noticed too in hot weather when slowing down after doing some hard driving. This trouble can often be overcome by using a different brand of fuel, especially if the owner is using a winter grade with high volatility in warm spring weather.

No Delivery. If the pump keeps on beating without delivering any petrol it is possible that a piece of dirt is lodged under one of the valves. This can be removed by unscrewing the top union and lifting the valve cage out. When replacing see that the thin hard red fibre washer is below the valve cage and the thick orange coloured one above and that the valve disc is replaced smooth side downwards. A choked filter or an obstruction on the suction side will make the pump get very hot and eventually cause a failure.

Further Hints*

There are three points in particular which it seems consistently escape notice :

(1) Keeping the blade out of contact while getting the correct diaphragm setting.

(2) Pressing firmly and steadily on the armature instead of bumping it while getting the setting.

(3) Stretching the diaphragm to its outermost position by means of the wedge piece while finally tightening the screws around the body.

Always swing the contact blade to one side when adjusting the armature.

Press firmly but steadily on the armature. If the contact breaker throws over, the armature should be screwed in farther until it does not. It should then be unscrewed one-sixth of a turn at a time until a point is found at which the contact breaker just throws over, still maintaining a steady pressure on the armature. The armature should then be unscrewed for two-thirds of a turn, that is four holes, and the setting is correct.

The disc valves are smooth on one side and rough on the opposite face.

Correct assembly is with the smooth side downwards, i.e., next to the seating. Care must be taken to see that the valve retaining clip is correctly located in its groove in the cage, otherwise the valve will be pinned down on its seating. If the pump is shaken a correctly assembled valve will rattle.

Don't become confused with the various fibre washers when reassembling valves. Remember, the thin hard (red) washer is first fitted, under the valve cage, and the thick (orange) washer above the valve cage, whilst a further (orange) washer is fitted above the filter plug. Early pumps had a

spring in the bottom of the valve cage, resting on the foot valve. This has since been eliminated. On these pumps a thick washer was fitted under the valve cage, therefore it is necessary to modify by fitting a new cage and thin washer.

The contact breaker should be assembled on to the pedestal in such a way that the rockers are a free fit on it, but without side play. Excessive side play on the outer rocker permits the points to get out of line; excessive tightness makes the contact breaker sluggish.

Pieces of wire should not be used for a hinge pin; the standard hinge pin is case hardened.

The spring washer on the screw to which the earthing connection is taken should be fitted next to the pedestal, and the brass tag next to the screw head, in order to obtain a good connection.

The correct order for the assembly on the terminal is: spring washer (1) next to bakelite pedestal, then the tag (2), lead washer (3), countersunk nut (4) (countersink downwards). This is shown in Fig. 3, and no parts should be omitted.

When replacing the pump body do not forget to position it with the drain hole at the bottom, in line with the drain plug, and the earth wire must be fitted to the screw face which is spot faced.

* These hints from "News Exchange" by courtesy of Morris Industries Exports Ltd.

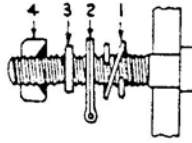
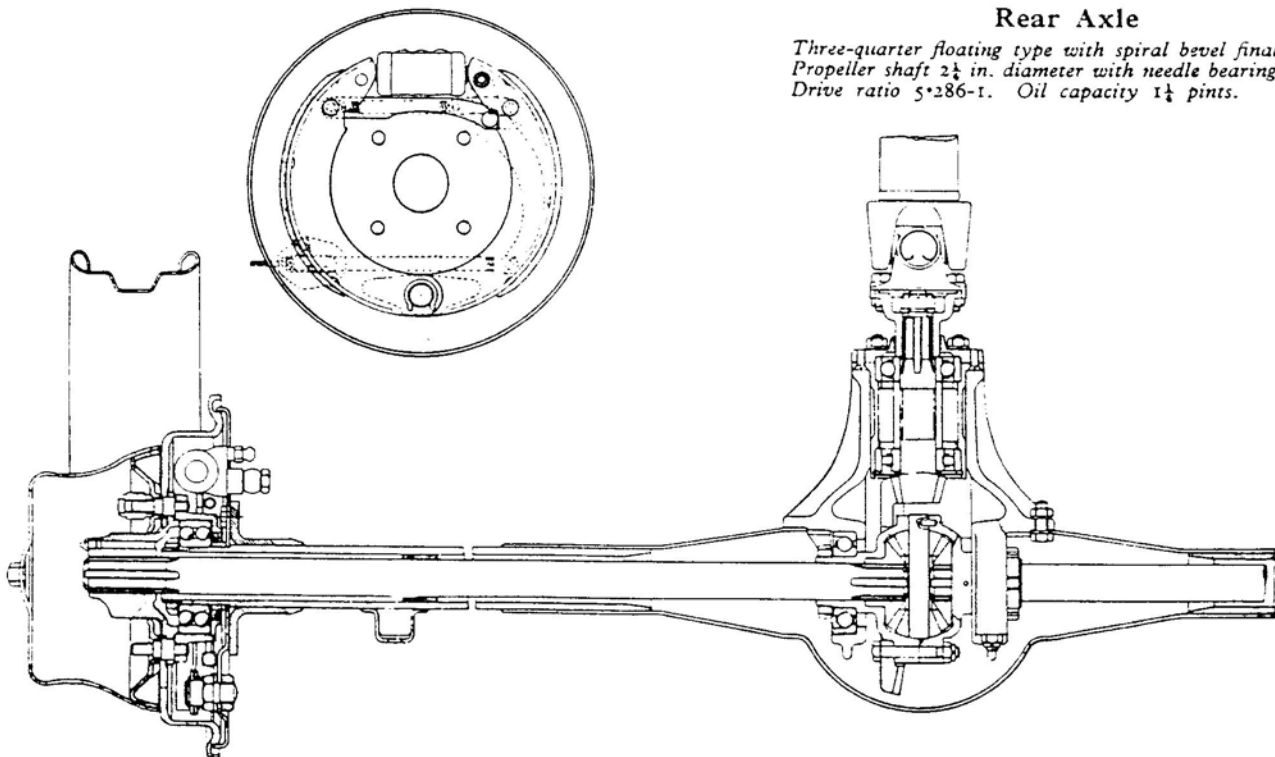


Fig. 3

Sectional Drawings of MORRIS Eight (Series II)



Rear Axle

Three-quarter floating type with spiral bevel final drive. Propeller shaft 2½ in. diameter with needle bearing joints. Drive ratio 5.286-1. Oil capacity 1½ pints.

LONDON CLASSIC CAR SHOW



Steve Pearson is organising a trip to the London Classic Car Show on the 22nd March. The cost will be £225 per head which includes entry and transportation. If you are interested, please contact Steve by the 21st February or as soon as possible so that he can book the minibus/coach and arrange tickets.

Please give Steve a ring on 01792 416985 or 0961 328413 (Mobile)

SOUTH WALES CAPRI CLUB PREMIERE RUN

The South Wales Capri Club is organising its first Rally on the 22nd February 1998. The starting point will be the M4 junction 36, SARN Services car park at 11.00 am sharp. There will be a short run to the "Barley Mow" pub, where tea and bickies will be provided. On leaving the Barley Mow the main run will take about three hours (including stops) and cover around 50 miles. The run will finish at the Barley Mow where participants will be able to purchase a full meal for about £5 per head. The cost of the run is £10 per car. If you are interested please ring Harry Price on 01222 513823.



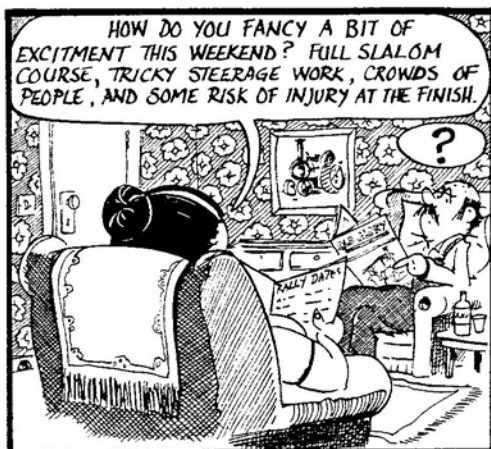
IRISH VISIT OCTOBER 1997

There were a large number of helpers who all chipped in to make the Irish Visit to Glaspart Manor something special last October.

Manning the Kitchen Were :- Chris Broughton, Ann Lewis, Sally Field, Chris Palmer, Jackie Watton, Jane W-W, Margaret Burtenshaw (aged 97), Peggy Clark and Adrienne Phillips.

Doing the Outside Bit Were :- Alan Broughton, Brian Yost, Jim Watton, David Clark, Steve Mitchell, Sue Mitchell, David Lewis, and his brother-in-law Roy (over from Oz), plus quite a few marshalls.

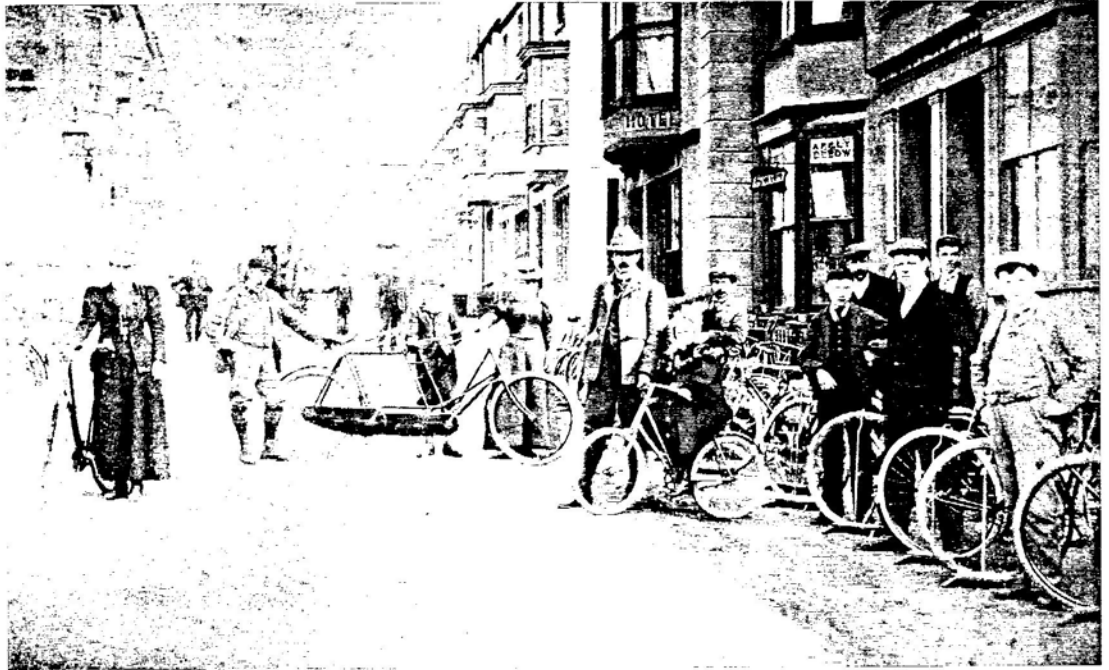
We have given this some serious thought, and bearing in mind the cohesion and friendly, yet quiet professionalism in which all undertook this task, we have decided to recruit everyone to help with Singleton. We will be erecting a special position on the SHVR club stand where the obvious leader and coordinator "Margaret Burtenshaw" will be able to direct Singleton operations. Her first and most demanding task will be to keep Mike Palmer under control.



Steve M

Tyre Tracks

GEORGE ACE OF TENBY - PART ONE



Some years ago, the motor trade ran a competition to discover the oldest surviving garage or motor agent. Who the eventual winner was I do not know, but a company who must have been strong contenders for the title were George Ace Ltd., of Tenby. They were established in 1886, a good ten years before the Locomotives on Highways Act of 1896 made the motorcar a viable proposition in Britain. True, they were not selling motor vehicles in 1886 - indeed, no one was, since the pioneer Karl Benz, who designed and built the first workable motor car driven by an internal combustion engine, only completed his first car the previous year.

The British motor industry, however, had its origins in the cycle industry, which enjoyed a boom period from the 1870s to the 1890s, and many well-known makers of cars - Hillman, Riley, Humber, Lea - Francis, Sunbeam and Rover among others - all commenced in business as cycle makers during this period and only graduated to motor vehicles later. In the same way, cycle dealers and agents became motor agents and garages when the motor car was introduced, many of them continuing to sell cycles alongside cars and motorcycles for many years. George Ace is believed to have originally come to Tenby as a billiard marker, keeping the score for gentlemen who considered such a chore as being

beneath them, and from this lowly position gained a toehold in the field of sport and sportsmen. He became an enthusiastic racing cyclist, and by 1886 had established himself at Connaught House in Warren Street, Tenby, selling Swift cycles. Well before the turn of the century, he was offering a 'Gradual Payment System' - in other words, hire purchase - and the business flourished.

So did George Ace's career as a racing cyclist, and he became Welsh Cycling Champion whilst still a young man. This publicity no doubt helped the business, and



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

by the turn of the century this had expanded from Connaught House to a large shop and showroom next door in Warren Street. The shop fascia bore the legend 'Ace's Cycles, Motor Cars, In and Outdoor Games'. To Swift cycles were added the agency for Raleigh cycles, and the company also sold their own 'Ace' cycles. Kodak film was also stocked even prior to 1903 to cater for those outdoor sportsmen who also recorded their exploits, although generally speaking camera ownership did not become universal until the advent of the Kodak 'Box Brownie' camera much later.

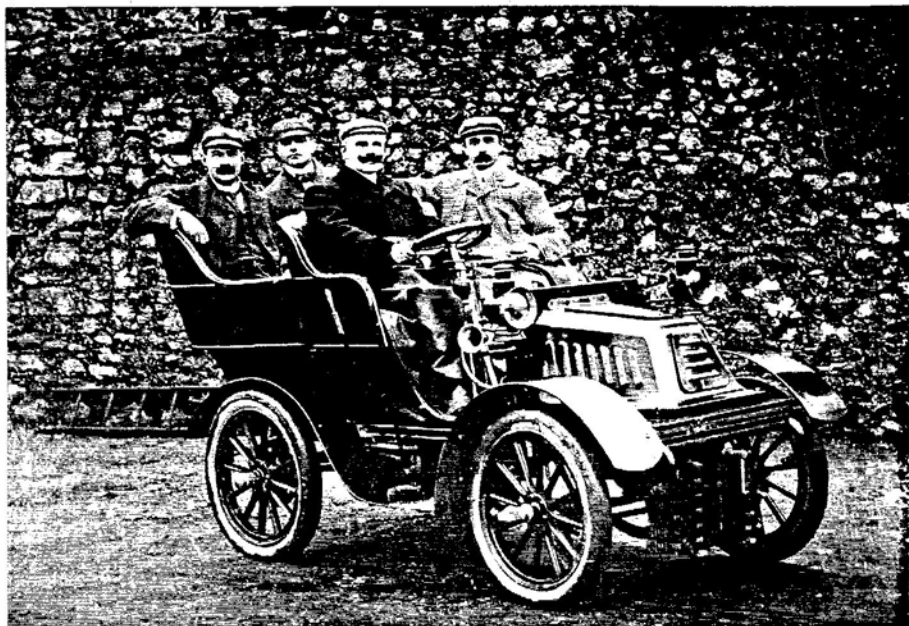
By 1902/3, however, further expansion had taken place, and a large corrugated iron building was taken over from Shell on the corner of Southcliffe Street and Picton Terrace. Even then, it was no longer new, having originally been erected at Milford Haven, where Shell had some kind of depot, before being moved and re-erected at Tenby. The lightness and strength of the materials used in its construction, with its skeletal steel roof trusses spanning a large area, made it ideal for George Ace's purpose. The lack of vertical pillars and the unencumbered space within was just what he needed.

It must be remembered that at this time no houses had garages attached. Whilst the gentry could adapt their stables and accommodate a motor car - and often their groom was re-trained as a chauffeur, too - the professional classes living within towns had nowhere to accommodate a car. It was left, therefore, to the local motor trade and hotels to provide garaging, and this they did. Many of their customers took space on a permanent basis, and well

into the mid-1920s the revenue which this accommodation generated accounted for a high proportion of the garage's income. Since the car would almost invariably be serviced and looked after by the same garage, and when the time came, replaced by another which they supplied, the garaging provided a continuity of contract with the customer which played an important part in building up both marque and customer loyalty. By the mid-1920s George Ace could boast garaging for over 300 cars.

One of the earliest agencies taken by George Ace was that for the De Dion Bouton. Formed as De Dion, Bouton et Trepardoux in Paris in 1883 to build steam commercial vehicles, the company began experimenting with petrol engines as early as 1893. This evolved into the high speed engine of 1895 capable of 2,000 rpm - a revolutionary step in the development of the motor vehicle. The company made tricycles and quadcars, and supplied engines to other makers - eventually over 140 different makes were De Dion powered - before turning to voituresses in 1899.

By the time George Ace became an agent, Count Albert De Dion's company was one of the largest and most successful producers in Europe. In 1903 they introduced a primitive form of pre-selection for the gears which was, nevertheless,



effective, and which removed much of the horror of gearchanging for the novice driver. It is typical of Ace's business acumen that he should have chosen to represent one of the most successful makes of the day from the plethora of designs and manufacturers then coming on to the market. A measure of the efficacy of these early little cars may be judged from the fact that each year on the London - Brighton Run there are more De Dion Boutons than any other single make of car. This year will see nearly sixty leaving London from Brighton. None of them is less than 94-years-old - not bad for a car costing £160 when new! So George Ace had picked a winner, and in the years which followed, he was destined to pick a good few more, including Wolseley, Humber and Morris.

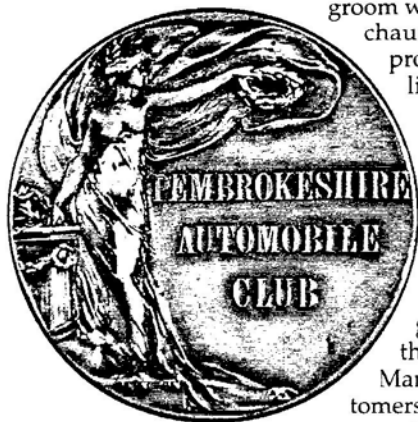
Next month we'll take a further look at the progress made by this pioneer, who counted racing driver Charles Jarrott (who had also commenced his career as a racing cyclist) and William Morris among his personal friends. Morris, too, had been district cycling champion for Oxford, Berkshire and Buckinghamshire in the 1890s, and by 1900 held seven local championships. No doubt this early link was helpful in securing Ace the Morris distributorship.

Opposite page, top: Early days outside Connaught House in Warren Street. Note the sign for Swift cycles. Bottom: Lower down Warren Street around 1902. Ace's Cycle and Motor Works. Both the tricycle and the car are De Dion Boutons.

This page, top: George Ace (in front passenger seat) with 1903 De Dion Bouton and his proud customer at the wheel, as photographed by H. Mortimer Allen of Tenby.

Left: The medal won by George Ace at the 1909 Pendine Speed Trial.

Bottom: On the right, the 38 hp Daimler in which George Ace took second prize in the Pendine Speed Trials on 24th June 1909 organised by Pembrokehire Automobile Club, of which he was a prominent member.



NEWS

Damp Digger Rescued by Militant

When your Poclairn 360 slides into a disused brick yard lake, you know you have a problem. This fate befell one unlucky operator at Strensall, near York. The machine had been engaged to dredge the old pond prior to restocking with fish. It was without doubt the wrong machine for the job, this type of work being best suited to a dragline.

However, the Poclairn, with its very limited reach, was confined to trimming up the banks when it slithered into the depths. The operator tracked the machine, partly submerged under water, to a low spot in the bank, in a vain effort to drag the machine free. Due to numerous trees, this proved impossible.

Enter Colin Pitt and his restored 1940 AEC Militant *Tiny Tim*, but an ingress of water into the Poclairn's engine resulted in the Militant having no help in trying to pull the machine free and, after only moving the Poclairn a few feet, the 360's engine blew up. The engine was removed and rebuilt, this task being achieved by building a dam around the stricken machine to keep more water out.

After the power unit was replaced, the Poclairn could assist the Militant with the pull and, with the use of snatch blocks, the machine came out of its watery tomb, the whole sorry episode taking three weeks to come to an end. Needless to say, a dragline finished the job.



Above: The sorry-looking Poclairn 360 partly submerged in the pond which it was trying to clear, and, below, Colin Pitt's AEC Militant in position, almost ready to recover the machine from its watery resting place.



SHVR SUNDAY LUNCHTIME RUN 1ST MARCH 1998

There are 'nt enough days in February, remind me to talk to the calendar organiser. We would have been alright if it had been a leap year though. Anyway, February's Sunday Lunchtime run is on the 1st March. Could be worse I suppose, could have been the 1st April. Meet at Pont Abraham at 11:30 as usual. I am hoping that the destination will be the Mountain Gate Inn in Tycroes, however, we have to check this with Lyn Thomas. Please phone Alan and Chris Broughton on 01269 870293 if you are interested so that they can work out numbers.

Steve M



Tools & Gadgets

Its not only the cars we drive that become out of date but the tools we use to maintain them as well. Ask for a Whitworth spanner in Halfords or a tyre lever at Kwik Fit and you will get a very strange look.

So lets have a look at some tools that were used to repair and maintain things before the fit a new one syndrome set in.

The Dummy Fly-Wheel Clutch Tool.

Manufactured by J.W.Pickavant & Co. Ltd. of Birmingham. It is used to dismantle, re-assemble and re-set fingers on clutch pressure plates. It is simple to use will service all Borg & Beck car clutch assemblies and the base can also be used as a surface plate.

The tool is made up of nine pieces one base, a centre spindle, a master gauge with six tapped holes to take a gauge pin, three pressure plate pads, a three armed bridge and a locking lever. It is supplied in wooden box with instruction sheet and clutch model chart to set the gauge pin to the size of clutch.

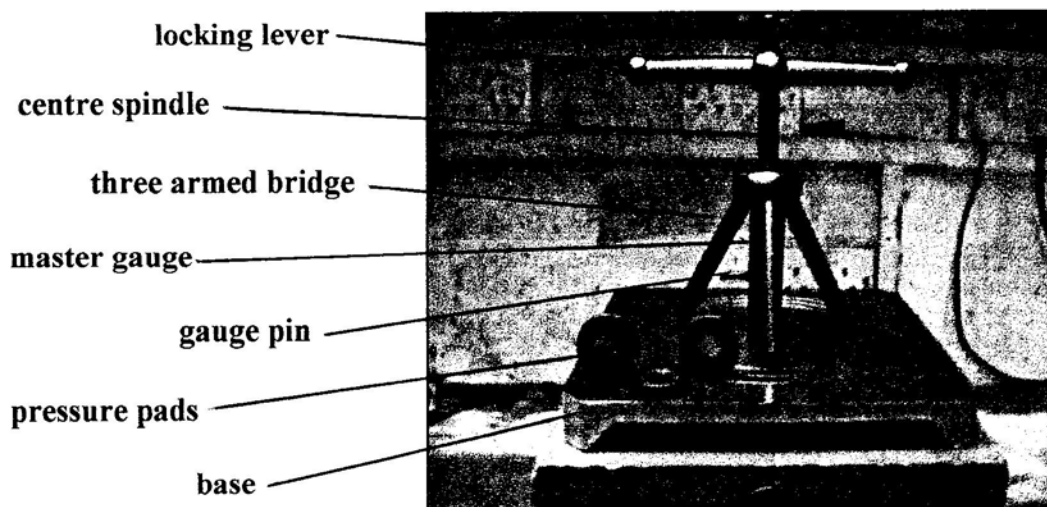
To Dismantle Clutch

Place the three pressure plate pads on the surface plate so that the clutch pressure plate **only** rests on them and they are directly under the three clutch fingers. Place the three armed bridge on top of the clutch assembly and screw down by means of the screwed locking lever until spring pressure is released. Release the clutch finger nuts and remove the bridge piece and the clutch can then be completely dismantled.

To Re-assemble,Reset or Check.

Place the three pressure plate pads on the surface plate so that the clutch pressure plate **only** rests on them and they are directly under the three clutch fingers. Slide the master gauge over the centre spindle, having first inserted the gauge pin into the hole, marked to correspond with the clutch to be serviced on the chart Place the three armed bridge piece on the top of the clutch assembly and screw down by means of the screwed locking lever until the casing of the clutch assembly is bedded to the surface plate. Adjust the clutch fingers to within .005 inch of the gauge pin using a feeler gauge.

Dummy Fly-Wheel Clutch Tool





SHVR NEW MEMBERS

Welcome to **John Peatling** from Bridgend, who has join with his Armstrong Siddeley.

Also welcome to **Viv Guerier** from Neath who has joined with his Bentley.

Welcome to a past member **Ron Rumble** from Swansea who has rejoined the club with his numerous Rileys.

Welcome to **Michael Waddington** from the Gower who has joined with his Rolls Royce Shadow.

Welcome to **Hugh Beynon** from Carmarthen has joined with his 1937 Singer Bantam.

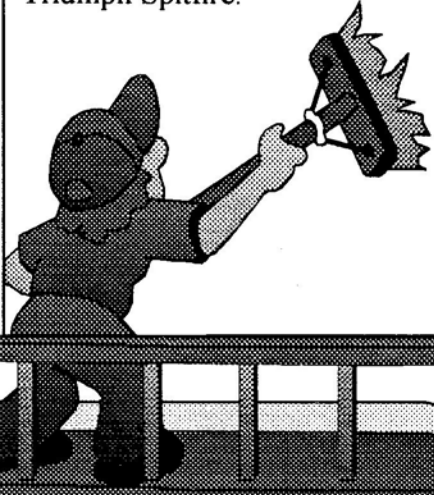
Welcome to **Denzil Williams** from Llangunnor, who has joined with his 1936 Hillman 80 and 1952 Morris Six.

Welcome to **Ken Shepherd** from Neath who has joined with his MGB.

Welcome to **Margaret Evans** from Swansea who has been a long term supporter of club events and has joined with her Triumph Herald.


Welcome to **Stephen Williams** from Gendros who has joined with his 1971 Vanden Plas.

Finally welcome to **Eilleen Samual** from Llangadog, who has joined with her 1976 Triumph Spitfire.



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

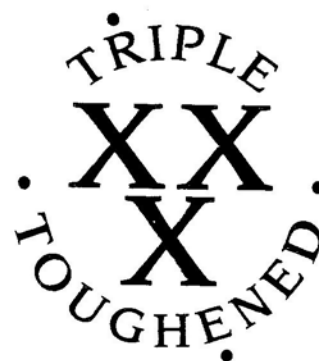
Steve M



THE WINDSCREEN TEST

Many of the "long in the tooth" classic car enthusiasts will know about the glass code used on toughened windows fitted to cars in the 1950's and 1960's. The concept pre-dated the method of etching the car's number plate onto windcreens, it was also already done for you and was not well known amongst the criminal class who 'borrowed' your car and forgot to return it. The glass itself was toughened to improve security and to ensure it broke into small fragments when shattered, either during an accident or due to a friendly stone thrown up by a lorry. Sharp glass can be very highly undesirable in such instances. However anyone who has lost a windscreen as I did during my student days, driving the compulsory mini-van over the M62 in driving rain will not forgive the safety expert, when you're still finding bits of glass stuck in tiny cracks six weeks later. Have you noticed that when you loose the windscreen when its raining, the Mini's speedo fills up with water. In fact, if my memory serves me correctly I think it tended to fill up anyway, even when the windscreen was intact. I'm sure it must have been a Mini owner who invented the spirit level.

Anyway, it turns out that the secret glass code can easily be used to date not necessarily when your car was made, but when the glass was made which was presumably soon before and definitely not soon after. The secret code is included where you see the "TRIPLEX" mark, with three "X"s in the centre, underlined by the word "TOUGHENED". The British 'Kite Mark' is often under this as well. Specially toughened windcreens have the word "ZEBRAZONE" where "TOUGHENED" would be. This ensures that the glass keeps a section you can just see out of, should the windscreen shatter on the move. The Secret Code, by the way, is etched into the glass during manufacture by TRIPLEX themselves to assist in determining when the glass was made. The letters T,R,E and X from the word TRIPLEX will have a small dot under one of them. Each dot equates to a quarter of the year, ie "T" is January, February, March, "R" is April, May, June, "E" is July, August, September and "X" is October, November, December.



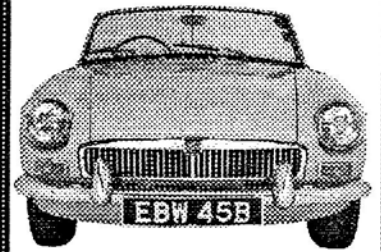
*Secret code....April, May, June,
1956 or 1966.*

Then there's the words "TOUGHENED" or "ZEBRAZONE", both of which have nine letters. The dot will appear under any letter and indicates the year starting from zero with no dot, to 1 if the dot is under either the "T" of "TOUGHENED" or the "Z" of "ZEBRAZONE", and 9 if the dot is under the "D" of "TOUGHENED" or the "E" of "ZEBRAZONE". The zero years are 1950 and 1960. The next thing to do having been armed with this information is to go and check it on the car. Problem number one, there is a sticker on the MKII windscreen which says TRIPLEX replacement service. However the back window is original and has a dot over the X of "TRIPLEX" and a dot under the "H" of "TOUGHENED" which means the last quarter of 1965. The car was registered on the first of March 1966. Which only proves it had to be made before it could be registered. Next the MGC and problem number two the words "TOUGHENED" and "ZEBRAZONE" have been replaced by the word "LAMINATED" which also has nine letters, well there's a thing. There is a dot over the "X" of "TRIPLEX" and another under the "T" of "LAMINATED", which logically means the last quarter of 1967. The car was registered on the 26th January 1968.

So we have two possible conclusions to make, the first is that MG took a shorter time from when the glass was made to when the car was registered, ie they made the MGC more quickly, probably due to the need to get the new model which was already late into the market place. The second is that Jaguar may have been selling fewer cars towards the end of the MKII manufacturing run, since the last MKII's were made in 1968, before the change to the 240 and the 340. In either case I suspect that TRIPLEX were doing quite well and I believe that company is now owned by Pilkingtons and is one of the biggest suppliers of automotive glass in the world.

Steve M

MORGAN BIZZEL
INSURANCE SERVICES
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 TEL 01792 463312, FAX 01792 646684



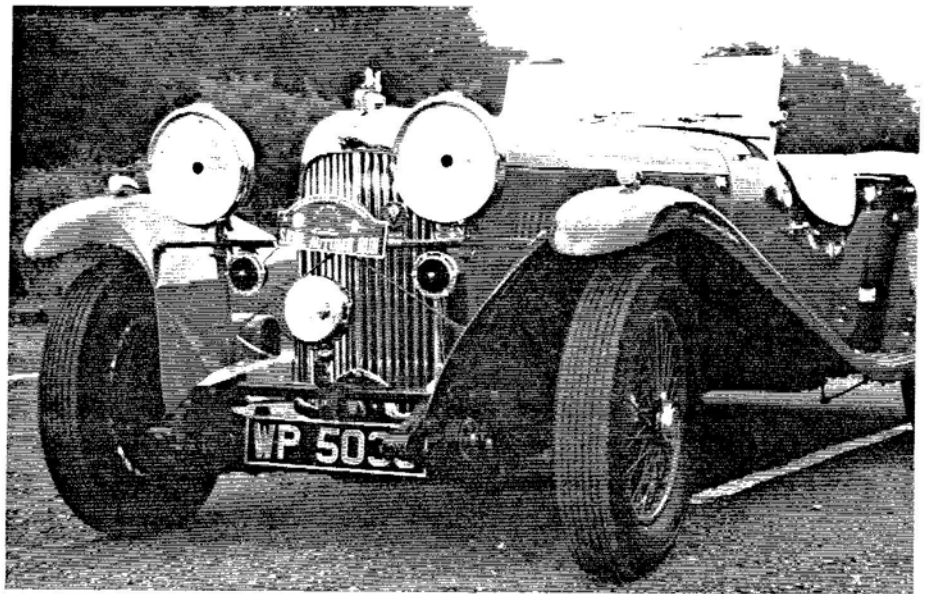
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home, bring a large van. Please contact Ted Purcell
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Urgently required by SHVR member, Classic Car
Mart Magazines for January to June 1994 inclusive.
Please ring Ray Legate on 01923 872551.

WANTED

Triumph Spitfire 1500 bodyshell. Please Dave
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1968 Jensen Interceptor Mk 1. Automatic. British
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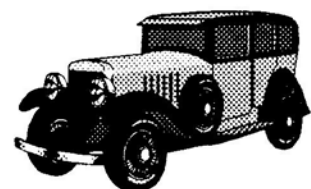
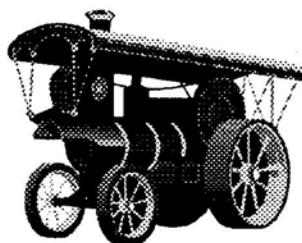
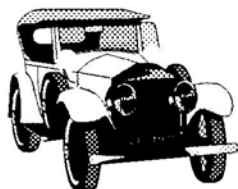
Ray Legate - 01923 827551

SHVR 1998 EVENTS DIARY

DATE	EVENT DETAILS	CONTACT
FEBRUARY 1998		
Mon 16 th Feb	SHVR Club Night Murton Rovers	
Sun 22 nd Feb	Capri Club Run	Harry Price 01222 513823
MARCH 1998		
Sun 1 st March	SHVR Sunday Lunch Run	Alan Broughton 01269 870293
Sun 8 th March	Malvern Autojumble	
Mon 16 th March	SHVR Club Night Murton Rovers	
Sun 22 nd March	SHVR Sunday Lunch Run	Alan Broughton 01269 870293
APRIL 1998		
Mon 13 th April	Pontardulais 3 rd Easter Bonnet Run	Steve Thomas 01792 882382
Mon 20 th April	SHVR Club Night Murton Rovers	
Wed 29 th April	SHVR Evening Run	Alan Broughton 01269 870293
MAY 1998		
Mon 4 th May	SHVR Singleton Show	Alan & Chris Broughton 01269 870293
Sun 10 th May	Pencoed Classic Car Show	Lyn Harcombe 01656 659767
Mon 18 th May	SHVR Club Night Murton Rovers	
Mon 25 th May	Penparc Cardigan Vintage Show	Aneirin Williams 01559 370785
Wed 27 th May	SHVR Evening Run	Alan Broughton 01269 870293
JUNE 1998		
Sun 7 th June	Teddy Bear Picnic, Pantyderi, Boncath	Mr & Mrs B Lloyd 01239 841363
Sun 7 th June	Picton Field Haverfordwest	Anita Williams 01646 600455
Mon 15 th June	SHVR Club Night Murton Rovers	
Sat 20 th June	Skewen Show & Carnival	Dean Richards 01792 812235
Sun 21 st June	Picton Castle Car Show	Mr & Mrs B Lloyd 01239 841363
Sun 21 st June	Swansea Festival of Transport	Ashley Lovering
Wed 24 th June	SHVR Evening Run	Alan Broughton 01269 870293
Sun 28 th June	SHVR Castles Run	Mike Palmer/Steve Mitchell
JULY 1998		
Mon 20 th July	SHVR Club Night Murton Rovers	
Sun 26 th July	Scolton Manor Vintage Show	Tony Allen 01646 651240
Wed 29 th July	SHVR Evening Run	Alan Broughton 01269 870292

SHVR 1998 EVENTS DIARY

DATE	EVENT DETAILS	CONTACT
AUGUST 1998		
Sat/Sun 1 st /2 nd Aug	Groesfaen 19 th Annual Rally	Mary Merritt 01222 890719
Sun 2 nd Aug	Milford Marina	Gerald Evans 01646 692911
Sun 16 th Aug	Gnoll Car Show Neath	Dean Richards 01792 812235
Mon 17 th Aug	SHVR Club Night Murton Rovers	
Wed 26 th Aug	SHVR Evenig Run	Alan Broughton 01269 870293
Sat 29 th Aug	SHVR College Run	Steve Mitchell 01558 650620
Sun 30 th Aug	SHVR Abertawe Tour & Mountain Gate Gathering	Mike Palmer 01792 203638
Mon 31 st Aug	Orllwyn Teifi Vintage Show	Derrick Davies 01559 370885
SEPTEMBER 1998		
Sun 13 th Sept	Pontardulais Vintage Show	Steve Thomas 01792 812382
Sun 20 th Sept	Tredegar House 19 th Rally	Mandy Womack 01633 895145
Mon 21 st Sept	SHVR Club Night Murton Rovers	
Sun 27 th Sept	Swansea MG Club 3 rd Beacons Run	Robin Jones 01792 419780
Wed 30 th Sept	SHVR Evening Run	Alan Broughton 01269 870293
OCTOBER 1998		
Sat/Sun 3 rd /4 th Oct	Malvern Autojumble & Static Show	Dave Channing
Sat/Sun 10 th /11 th Oct	SHVR Autumn Weekend & Irish Visit	Mike Palmer 01792 203638 Steve Mitchell 01558 650620
Mon 19 th Oct	SHVR Club Night Murton Rovers	
Sun 25 th Oct	SHVR Sunday Lunctime Run	Alan Broughton 01269 870293
NOVEMBER 1998		
Mon 16 th Nov	SHVR Club Night Murton Rovers	
Sun 22 nd Nov	SHVR Sunday Lunchtime Run	Alan Broughton 01269 870293
DECEMBER 1998		
Mon 21 st Dec	SHVR Christmas Buffet Murton Rovers	
(Compiled By Gerry Lloyd & Steve Mitchell)		





IF I HAD A HOLE FOR OIL & WATER, WOULD YOU LOVE ME AS MUCH AS YOU DO THE CAR?

FOR SALE

Land-Rover Series 1 LWB 1958. For restoration £300 ono.

Land-Rover Series 2 SWB 1958 early 2 litre. For restoration £300 ono.

Land-Rover Series 1, 80 inch 1951. For restoration £300 ono.

2 Land-Rover series 1, 86 inch 1954/1955, one part restored, one spares. Hard and Soft top £800 ono for both.

Please Ring Phil Kingdom on 01834 814287.

'Bitz & Pieces'

'The' AUTOJUMBLE

SUNDAY MARCH 8th

THREE COUNTIES

SHOWGROUND MALVERN

Six foot ENTHUSIAST 'Jumble Table' - £ 15 Inc. VAT.

Send Stamped Addressed Envelope for entry form to: Greens (UK) Ltd P.O.Box 25 Malvern WR14 3NY

Opens 10 am via BROWN GATE (As usual) - Entry price as 1997 - Approx. 250 stalls annually !

SHVR REGALIA

New 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.

Winter Warmers

SHVR 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 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.

New Item

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.

NEW ITEM :- Blazer Badges

SHVR Logo blazer badges £7.50.

China Plates

1997 Kinsale Rally Commemorative Bone China Plate £16.50. Old logo City of Swansea Commemorative Plate £5.00.

More Winter Warmers

SHVR Embroidered polo shirts with standard club badge or 20th anniversary badge. Most colours available. Sizes up to Extra Large £13.00. Extra/Extra Large £14:00. If required, car details or name can be embroidered around the SHVR logo at a small additional cost (approximately £4 extra).

New Item

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

SURPLUS RALLY ITEMS

We have a few spare Monte Carlo style rally plates. Ideal for the improving garage decor. (Wings & Wheels, Goldmines Run, Abertawe Tour and Welshpool Run) in durable plastic at £3.50 each.



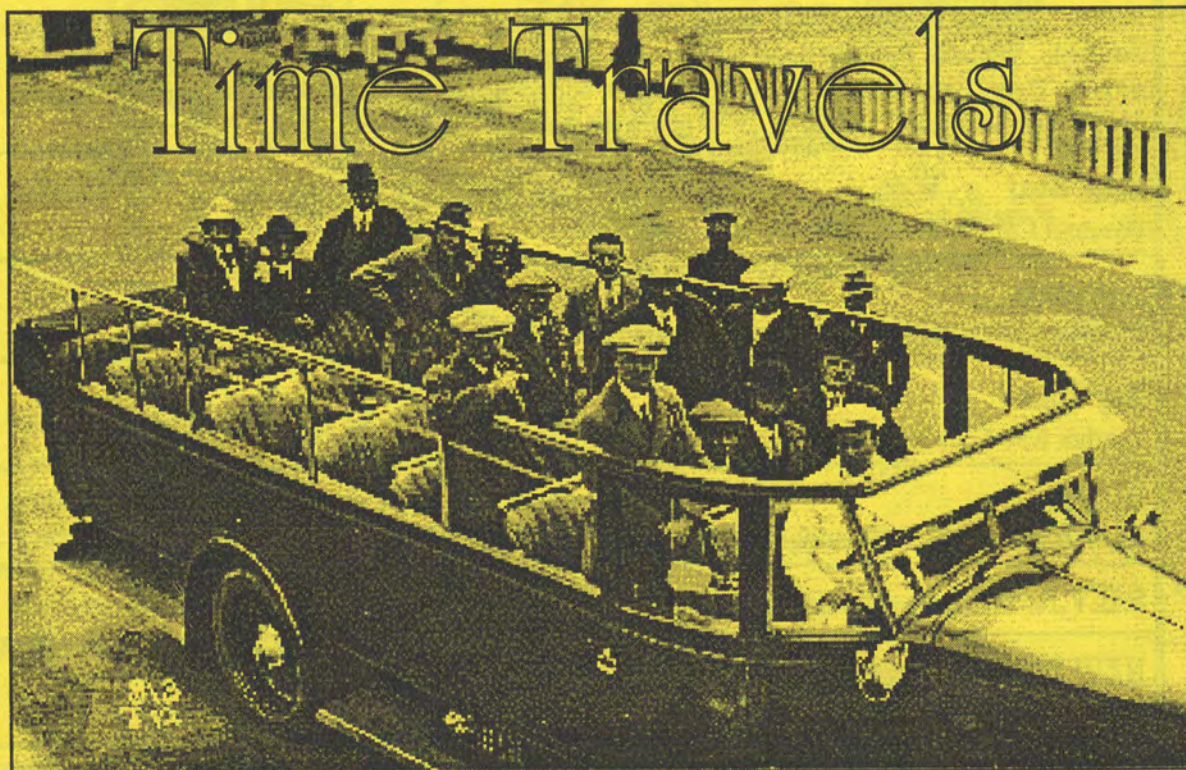
Samples of the sweatshirts and the polo shirts will be available on club night. Please see

Christine Broughton or any Committee Member

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

MALVERN '98 - 'SHOW of SHOWS' - OCTOBER 3/4th
THREE COUNTIES SHOWGROUND MALVERN WORCESTERSHIRE

CALIN JENKINS, CHESTNUT RD, CIMLA



Hurry along there! Don't miss the bus — or should it be boat? Who cares? Sharing your transport tales of any kind can be just the ticket for others to enjoy a trip down memory lane. Fish out your old photos too and join in the next edition of Time Travels, the successful Evening Post publication compiled by David Roberts. Don't forget your tales needn't be serious, we have all had some lighter times in the past. Ring David now on 01792 514630. We particularly need some aviation memories for this edition to take off!

◆ **Planes** ◆ **Trains** ◆ **Cars** ◆ **Bikes**
◆ **Buses** ◆ **Boats**
Tell us your tales of them all!