

S.H.



V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER

21 YEARS SERVING THE ENTHUSIAST

JUNE 1998 MAGAZINE



Edited and compiled by Mike Palmer, Steve Mitchell and Gerald Gill.

FOR SALE

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

SALE

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

FOR SALE

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

FOR SALE

Rover P5B Coupe. Please contact Ray Kethburn Thomas.

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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Triumph Spitfire 1500 bodyshell. Please Dave Rawson on 01663 742334

LAGONDA LG6 SPARES

Ferodo LA12 brake linings & Rivets. 1 Clutch Plate assembly. 2 special steering head thrust races. Three water transfer ports. Contact Phil or Percy on 01792 461628.

FOR SALE

1947 MORRIS 10/4 Series M. 90% completed, interior and wiring needed to finish. Offers please to Paul on 01792 415201

FOR SALE

5.3 V12 carburettor engine, autobox, front and rear axle assemblies, complete with brakes, wheels, differential etc. Also 4.2 manual overdrive gearbox and rare V12 manual bell housing to complete the conversion to a V12 manual with overdrive. The Engine has only been bench tested since a complete rebuild by Ex Factory engine builder. £2,500. Please phone Keith on 01420 562596.

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.

FOR SALE

1965 Austin Cambridge. Needs work on bottoms of doors. Good interior. Been standing three years. Offers. Please ring Harold Wilson on 01639 884626.

FOR SALE

Healey 100/4 Big End Bearings, Mains and Thrust Washers (Standard Size). Please ring Ted Holly on 01792 420621.

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.

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.

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.

FOR SALE

2 off 19" X 500 Firestone Tyres. £50 the pair. Please ring John Cooke on 01792 401061.

SHVR OFFICERS

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

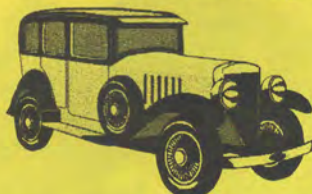
SHVR COMMITTEE

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

Johnny Thomas - 01269 290215

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Mike
Worthington- Williams

PATRON

Ray Legate - 01923 827551

THE THOUGHTS OF CHAIRMAN MIKE

Well here we are almost halfway through the year already, with quite a few events under our belt and still plenty of runs and rallies to come. The next one being the Castles Run on Sunday 28th June. So if you haven't already entered, get your tenners and entry forms to me quickly !. Well, who noticed the change in paper quality for last month's magazine. What with Singleton and Ireland, combined with a quick visit to see some nurses in hospital by yours truly, we were a bit late getting to the printers. We were not the only ones under pressure, the printers were having problems with a huge influx of work, resulting in there being a shortage of our usual grade of paper. Hence in order to get your magazine out in time, it was printed on a different grade of shiny paper. A very high quality magazine, Brilliant !! And thanks to Phil and Gerald for their efforts.

So, Stan enveloped, licked and stuck all the mags that had to be posted as usual. This is not a simple task now, with so many members. Unfortunately none of us realised that the magazines were over weight and a few of you had to pay a surcharge. We apologise for this oversight, however there's more. Stan's postman knocked him up a few days later with an envelope with a surcharge to pay ?. Yes you've guessed it, Stan forgot to tick himself off the list and had sent himself a magazine.

Dudley Rees, one of our motorbike owning members, would like to get other motorbike owners to bring their bikes along to club nights and would like to see more bikes on our runs. So come on all you bike owners, talk to Dudley on club night and get on you bikes. I have to say that in the past Hywel has done a superb job marshalling events for us on his bike. The extra mobility of the bike gives superb flexibility and I remember Hywel zooming off in search of the support van on the Caio Run to assist a breakdown. It would certainly help us and perhaps make the runs more attractive to the bikers, if we had a team of mobile marshalls to patrol bad junctions and keep check on the cars. Food for thought, any comments, any volunteers for the Castles Run.

Last month's evening run to the Old Cow's Cupboard was yet another superb night out. Well done and many thanks to Vera for excellent food and for Alan and Christine for organising the event. Last bank holiday saw two very different and entertaining events. On Sunday 24th May, a few ladies from SHVR put themselves forward for the Pembrey Ladies Driving Challenge, a charitable event to raise money for the Marie Curies Cancer Care Nurses. On Monday 25th, a large contingent from SHVR attended the Abergavenney Steam Show, another great show which was blessed with glorious sunshine.

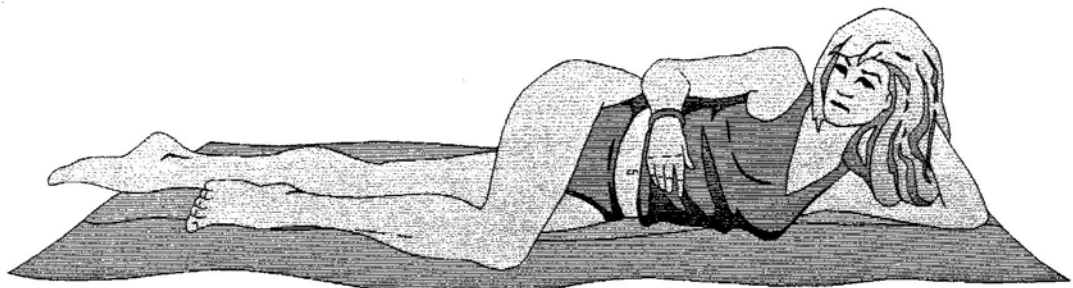
Now that we are getting our heads back above water, I shall be having a review of Singleton show to discuss the lessons learnt and start the ball rolling for next year. Perhaps we should set up a sub-committee to organise Singleton, so if you want to volunteer please let me know. If you have any comments or constructive suggestions for next years format, now is the time to put your ideas forward. Please remember that we are here to serve the members so if you have any comments on events or have new ideas for events please let us know.

Don't forget July's Club Night. We will be having a barbecue at the Murton Rovers. So don't forget to bring along your cars. I am still in need of pictures of members vehicles and keep the articles coming in.

I am also happy to report that our Vice-Chairman, Mike Evans is back on the road to recovery after surgery. Best wishes from us all.

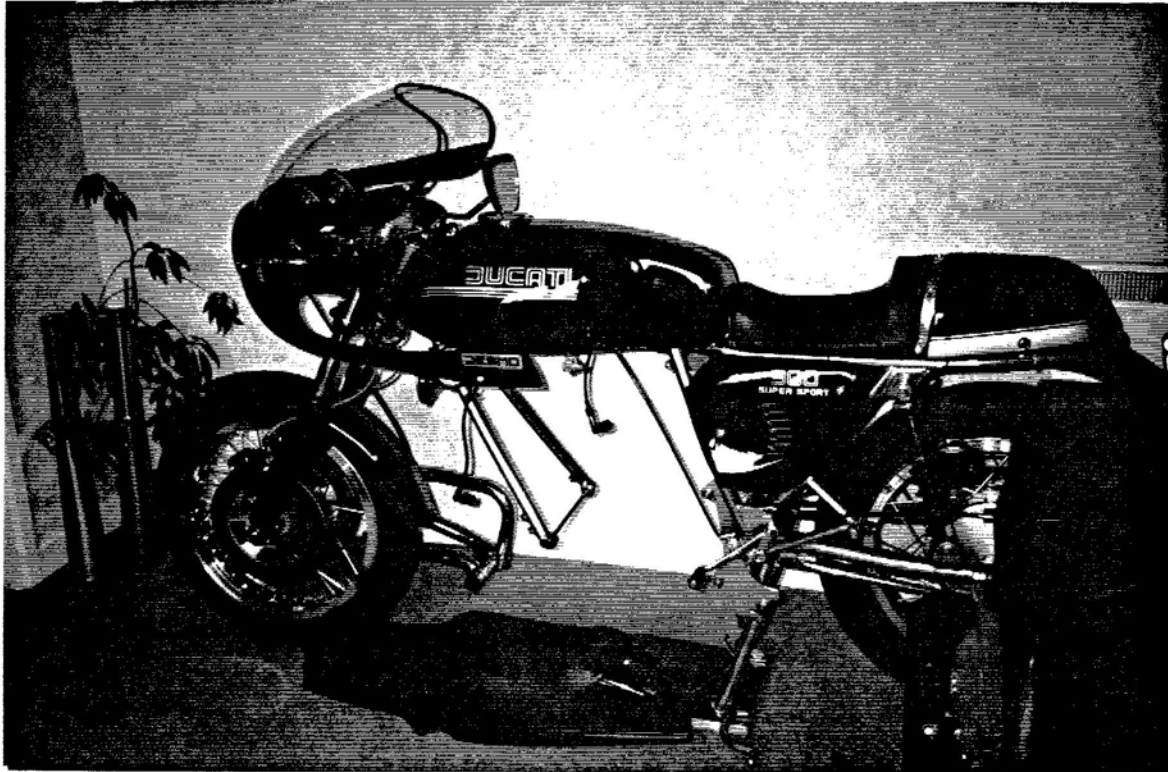
Safe and Happy Rallying

Mike P



DUCATI 900 SUPER SPORT

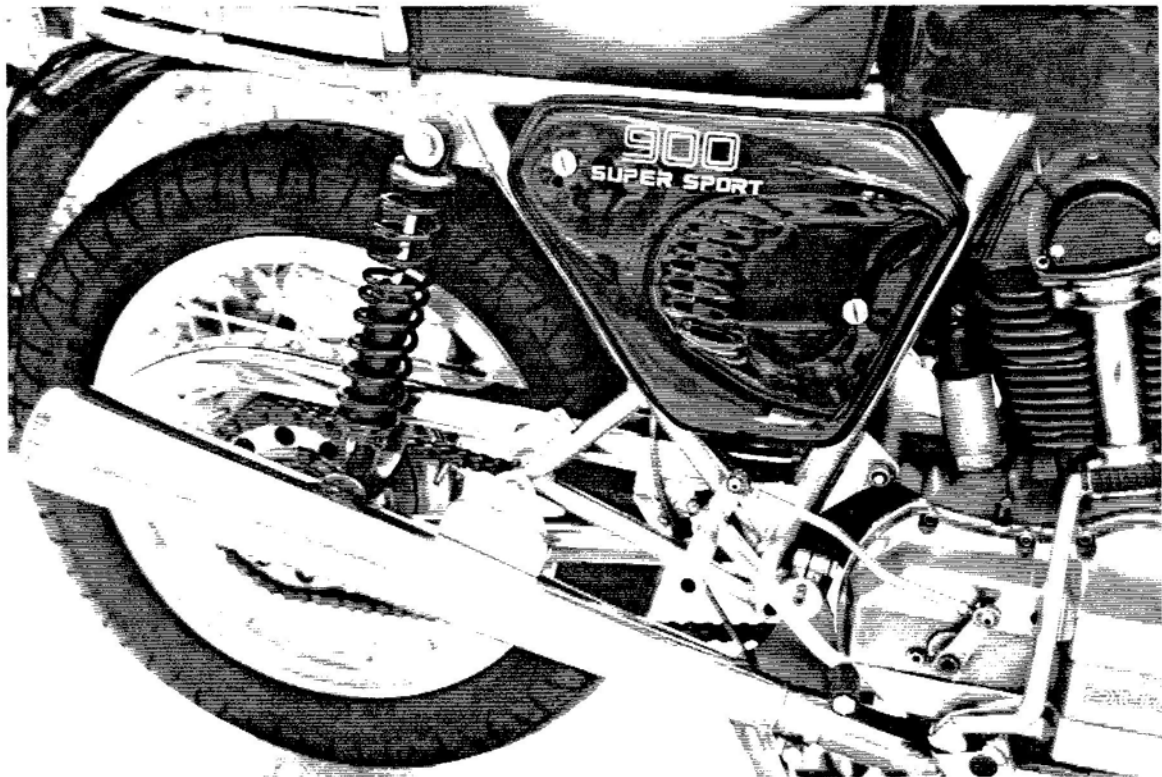
Designed by the legendary Ing. Taglioli for Ducati in the early 70s, firstly as a 750 and later as a 900, the L twin cam engine featured bevel drive in the overhead camshafts, two valves per cylinder with desmodromic valve operation. Carburation is by twin 40mm Dellorto pumper carburetors. Gearbox is a close ratio 5 speed unit. As such, this model Ducati is regarded as one of the best sports motorcycles of all time. Plenty of torque and power from the engine, superb handling, a hard barking exhaust note which is quite distinctive, and long low lines were featured that made it such a highly regarded motorcycle. Like many of the best things in life, there is a downside and as far as the 900SS desmo is concerned, the engines were both their strength and their weakness, needing constant maintenance and care if peak performance and reasonable mileages are to be expected. The major concern is that the big end roller bearings are prone to wear. The rollers run on the crankpin on the "inside" and the connecting rod on the "outside" and replacement involves replacement of the pin and the con rods. Apart from cost, the other maintenance problem is the sourcing of parts, but access to a full machine shop and the ability to use the equipment, allows the owner to manufacture parts from modern material that ultimately improves the machine, its durability and its performance. Finally and in common with all Italian motorcycles of the period, the finishes varied from poor to awful, paint and chromium plate having but a brief relationship with the motorcycle.



The 900SS owned by club member Mike Davies is unique having been hand built by Ducati expert, Tony Brancato for the late Peter de Freitas who was the drummer for the rock band "Echo and the Bunnymen". As such, the bike carries a host of features, specified by Brancato and de Freitas including :- modified nickel plated frame and swinging arm, alloy rims and stainless steel spokes, Ceriani front suspension, Maxton modified rear suspension, twin front disc brakes and a drum rear, fully modified Brancato engine, right hand gear change and left hand brake, Lucas Rita Ignition, MHR instruments and the list goes on.

Originally finished in black and carrying a dual seat and Imola tank, the bike was used by de Freitas for motorway travel between Goring and Liverpool, where the band was based. De Freitas returned the bike to Brancato after some years, with the request that Brancato sell it for him. This he did and the second owner, a Brancato customer from South Wales, bought the bike after Brancato had changed the colour scheme to the one it carries today. A short time afterwards, de Freitas was killed whilst riding a Ducati MNR. Before his death, he called Brancato to seek the whereabouts of the 900SS wanting to get it back.

I acquired the bike in 1977 in poor condition. It was refinished by Jernathan Restoration Services in the summer of that year and after a gearbox selector rebuild the bike covered a few hundred miles. During the winter of 1977, the engine was rebuilt. A new Godden crankshaft assembly, Borgo pistons and rebuilt cylinder heads were sourced and/or fabricated. As this article is being written, the components are awaiting re-assembly and the bike should be completed, by the time of going to press. When the crankcases were split, the flywheels carried de Freitas's name and that of subsequent owners, etched by Brancato over the years, as he has maintained the bike for previous owners. Tont Brancato built four or five of such machines, each with the specific requirements of their first owner. All of the others are in the hands of their original owners.



The new finishes of dark blue and silver, the stainless steel, chrome and polished alloy components all harmonise to create a stunning motorcycle and its mechanical condition will be A1. It will be a wonderful riding experience, a joy to behold and a unique piece of rock memorabilia. As to its value I have no idea, but could not purchase another one for love nor money because there isn't one. A unique motorcycle as I said before.

Mike Davies

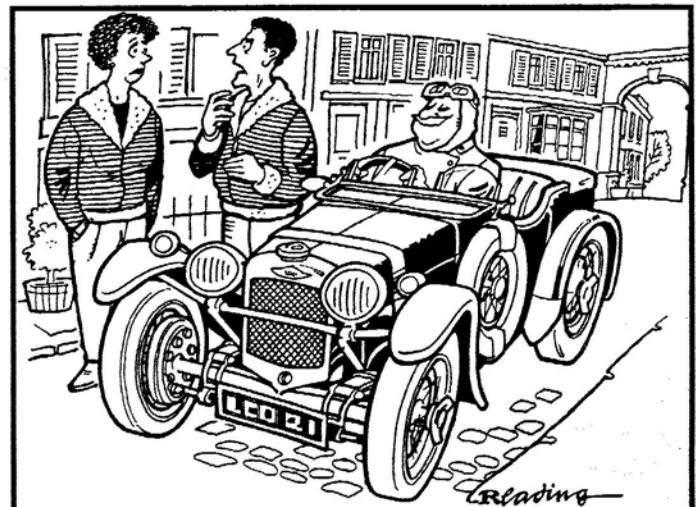
Triumph Dolomite prototype

This 1972 Michelotti facelift proposal for the Dolomite family's body style thankfully never made it to production – the Fiat 132 announced in the same year looked almost identical. It's been in the collection since Triumph ceased production in 1981. Spot the Dolomite Sprint wheels?



BL ECV3 Prototype

One of a family of experimental cars developed at Gaydon by BL Technology, the 1981 ECV3 was designed as a roomy Metro-class car. It featured a three-cylinder engine and aerodynamic bodywork constructed from bonded alloy.



'This is Mr Parsons; Mr Parsons can triple declutch'

SHVR NEW MEMBERS

Welcome to **Alan and Connie Perry** from Birmingham who joined SHVR when in Kinsale, with their 1928 Austin, Standard 20, Riley RME, Vintage Caravan and many more.

Welcome to **Echard Droese** from Hamburg in Germany who was one of the SHVR party who went via Rosslare, and caused severe havoc in Kinsale. Particularly the Spinnaker if I remember.

Also welcome to **Don Ace** from Swansea who has joined with his MG YB.

Welcome to **Mike Smith** from Carmarthen who has joined with his Vincent Rapide, 1930 Sunbeam, and a Jaguar Mk II.

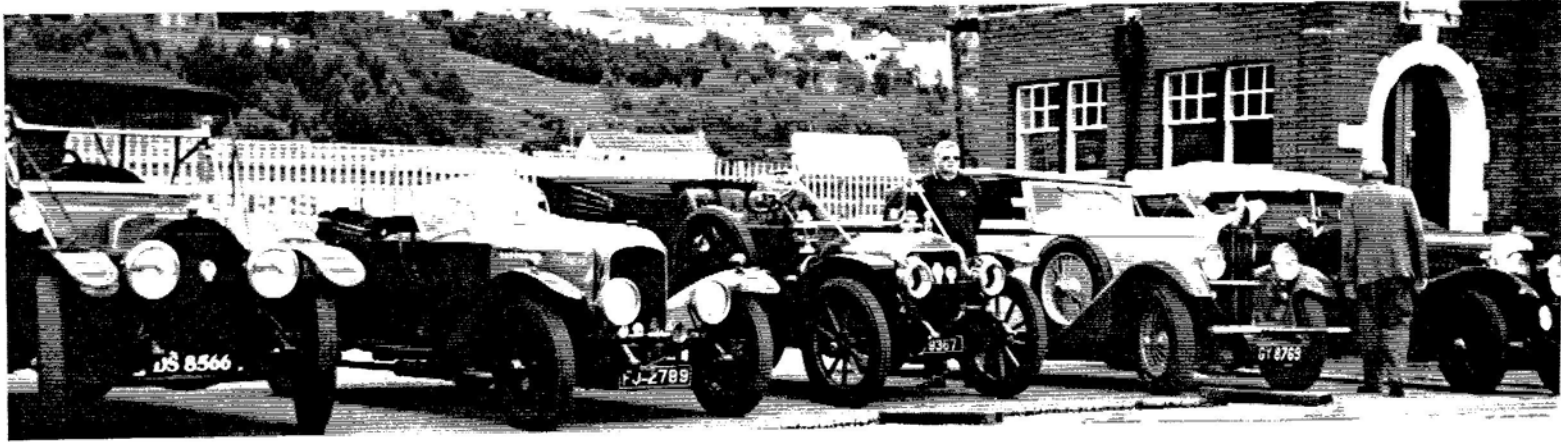
Finally welcome to **Lee Hanford** from Swansea who has joined with his AEC Regent Double Decker Bus, AEC Fanfare Coach, Morris Minor and a Rolls Royce.

I would like to take this opportunity of welcoming all the above new members to the club on behalf of the committee and the members.

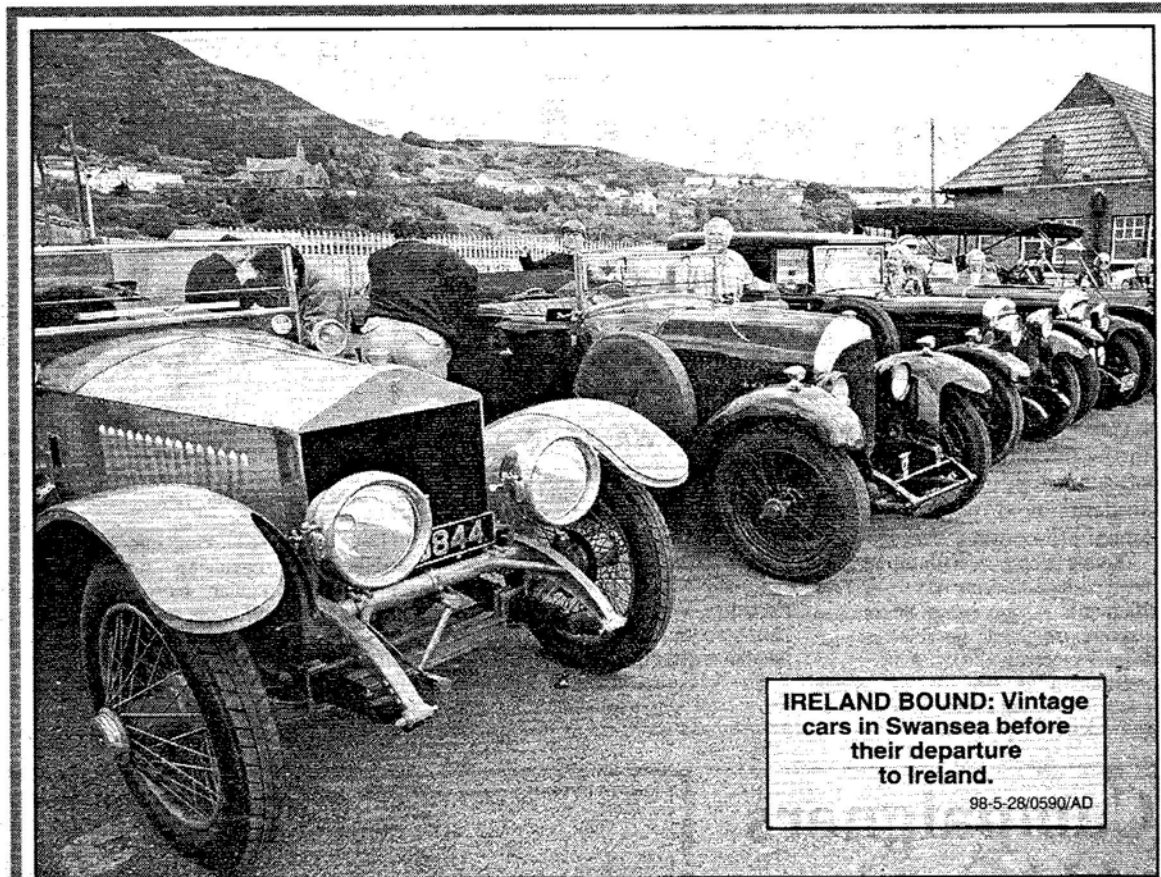
Steve M



"Well, I've at last got it so I can park it in town"



V.C.C. S.W. Minor Event, With Friends, Ireland



IRELAND BOUND: Vintage cars in Swansea before their departure to Ireland.
98-5-28/0590/AD

Classic way to travel

SOME of the rarest old cars in the Britain motored into Swansea yesterday before catching the ferry to Cork.

Around 40 vintage car owners met in the car park of Swansea Industrial Components in The Strand to admire each other's examples of motoring history.

The members of the Veteran Car Club of Great Britain were on their way to Dublin for the annual Gordon Bennett rally and a tour of Ireland.

They spent five hours in Swansea before catching the ferry.

Owner of a 1928 Sunbeam, David Starks had spent nine hours travelling

from Surrey at an average speed of 30mph.

"In these old cars you sit much higher and you can see over hedges and walls," he said.

"It's been a tremendously interesting journey."

Barrie Hinson and his wife, Jennifer, arrived in their 1912 Cadillac from Woburn Sands.

"This is the first car in full pro-

duction with a starter in the front," he said.

"I've owned it for about five years and although I didn't restore it I have done a lot of work."

Dave and Mary Groves, from the Forest of Dean, were in their 1911 White.

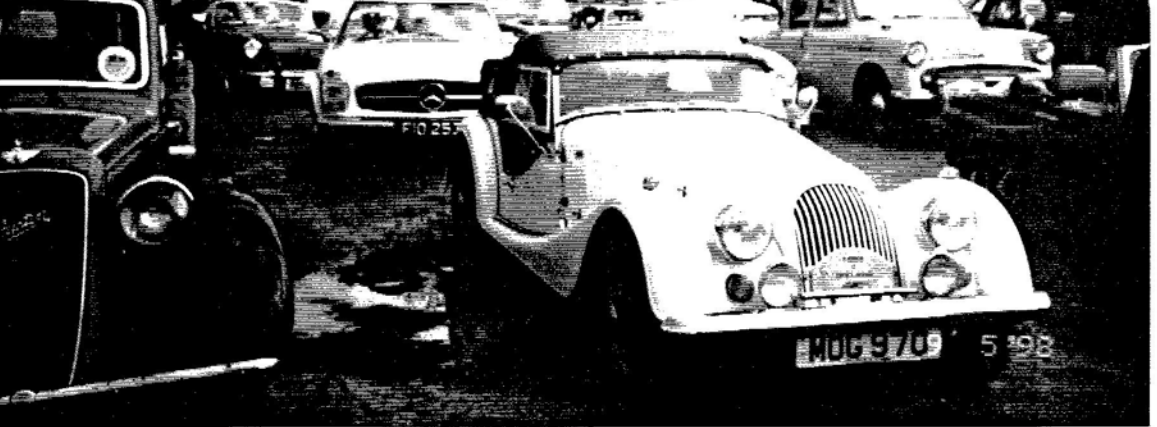
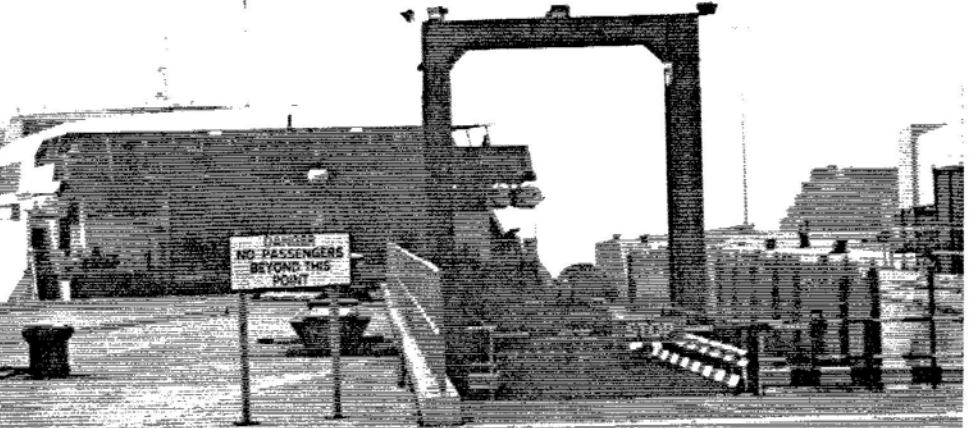
"Don't ask how much these cars are worth. We never discuss money," he said.

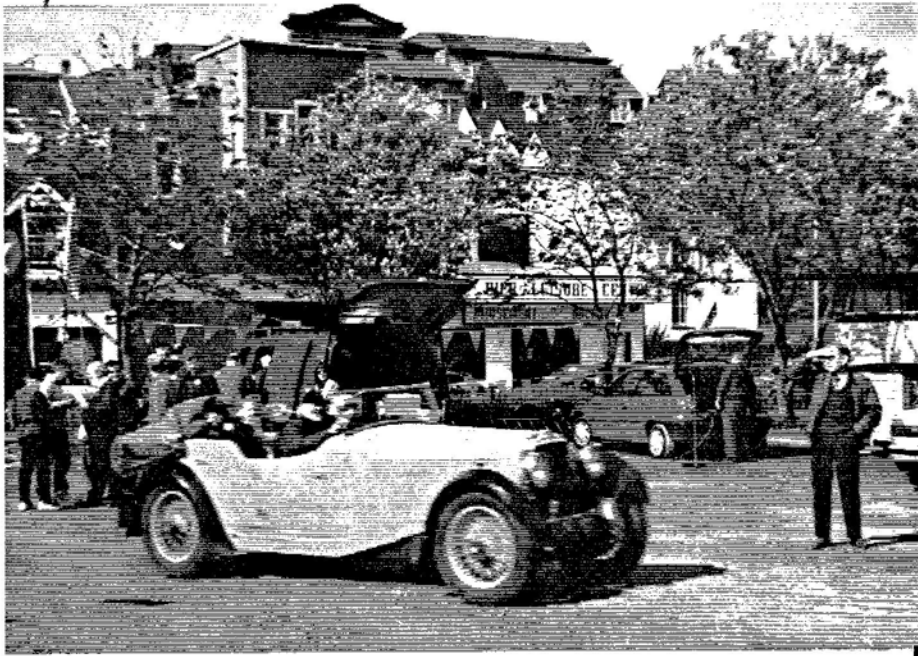
Car	Model	Year
ick	40	1913
R/Royce	Colonial	1914
Talbot	25 HP	1913
R/Royce	Ghost	1920
Vauxhall	OE 30/98	1924
Opel	6/40 PS	1928
Crossley	Shelsley	1914
White	GA	1911
Daimler	Tourer	1911
R/Royce	Ghost	1912
Cadillac	40/50	1912
R/Royce	20/25	1929
R/Royce	Ghost	1911
R/Royce	Ghost	1914
Austin	20 HP	1925
Delage	D 6 S	1930
R/Royce	Ghost	1913
Talbot	12HP 4AB	1910
Vauxhall	23/80	1923
Vauxhall	30/98	1923
Bentley	3 Lit	1928
Cadillac	30	1909
Sunbeam	Sp/Coupe	1928
Napier	30/35	1914
Napier	G/Bennet	1902
Bentley	4 ½ Litre	1929
Argyll	14/16	1908
Humber	Tourer	1914
Stutz	50 HP	1917
Paige	6/46	1915
Bentley	4 ½ Litre	1930
R/Royce	Ghost	1908
R/Royce	Ghost	1911
Daimler	TW 20	1914
Wolseley	16/20	1912

SWANSEA HISTORIC VEHICLE REGISTER

TOUR OF IRELAND

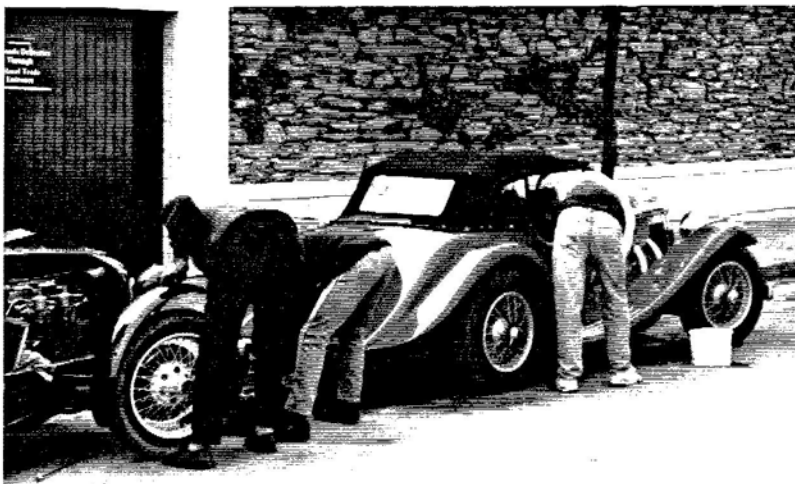
May 7th to 14th 1998





I'm here for

THE KINSALE CLASSIC CAR RALLY



MARIE CURIE PEMBREY LADIES DRIVING CHALLENGE

SUNDAY 24TH MAY 1998

A chance conversation between my wife Christine and Alison, a fund raiser for Marie Curie Cancer Care Nurses would secure three SHVR wives a place in the Pembrey Ladies Driving Challenge.

The idea behind the challenge was for ladies only to make a donation to the cause and spend all day Sunday driving different vehicles. In and around the Pembrey Circuit. To successfully qualify for a certificate, they had to drive various vehicles around Pembrey, through a slalom course in and out of garages and reverse through obstacles. Christine, Shirley Bingham (Stan's Wife) and Pauline Hughes (of Neville fame) stood on the starting grid at 10 am awaiting their fate.

Christine Driving Double Decker



Christine was first away in a 30 Ton Foden Army Recovery Truck. She was followed by Shirley and then Pauline in the same recovery truck. After seriously playing with the 30 tonner, they were then placed in Double Decker Buses, single deck coaches and then there was a drive in the new SWT Dennis bus

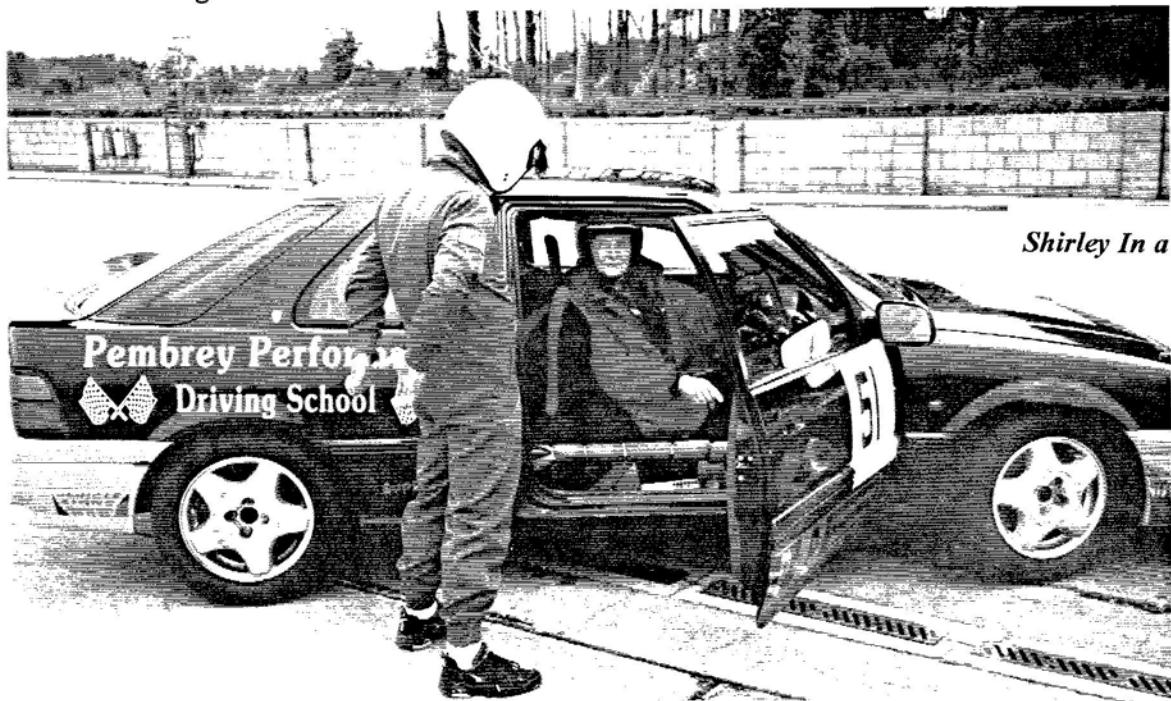


Shirley Driving a JCB



Christine Driving The Volvo Articulated Lorry

They were ordered across the track to an awaiting JCB for then to complete an obstacle course, before being whisked off to an awaiting Volvo F10 articulated lorry for further obstacle course avoidance. Next came a sprint around the track in a prepared race saloon car followed by more HGV Tests. All three came through with flying colours and are looking forward to the next event.



Shirley In a Racing Car

While the women were engaged in the serious driving bit, Stan, Neville and Myself took our classics around the Pembrey Circuit for a whizz, which turned into a bit of a race with a few MG enthusiasts who happened to be there. They were Tim Bizzel, Chris Thomas and Geoff Powell.

A good day was had by all.

Mike P

Llandovery Motor Club



Exinction, rather than survival, is the rule rather than the exception - or so we're told - and this seems to be true whether one is talking about individual species, commercial enterprises, or those organisations of which the British are so fond. I speak of clubs, and to be more specific, the Llandovery Motor Club. Founded on April 18th 1964, this Club is just one of dozens to have flourished in Wales during the present century, but which are no longer with us, and thanks to Ken Owen of Llandovery I am able to tell you a little about it.

Ken's dad was one of the founder members, and with a group of friends had split off from the old Eppynt Motor Club, holding the Club's inaugural meeting in the Assembly Rooms in Llandovery. The election of club officers took up much of the proceedings, and it was proposed by Martin Jones and seconded by Linsay Price that activities should include a holding of 'jalopy' races, rallies and treasure hunts - events which were to play a leading part in the early days of the

club.

The first club badge, incorporating Llandovery Castle, was designed by Llandovery County High School (and is reproduced here) and local printer Ivor Thomas was given the job of producing membership cards. Eric Harry was the first president, proposed by Geronwy Owen, with John D. Jones of Castle Garage taking the chair and Trevor L. Jones being made his deputy. Hafryn Davies and Geronwy Owen were joint secretaries, and Mr Cliff Davies of the National Provincial Bank, Llandovery, was appropri-



Text and pictures
courtesy of

**MIKE
WORTHINGTON-
WILLIAMS**



ately elected treasurer.

The first recorded event took place on May 16th 1964, so little time was wasted in getting the Club off the ground, and took the form of a Jalopy Race - what these days we call 'banger' racing. It was followed by a rally, with prizes awarded in the form of vouchers which could be exchanged with local garages and traders, and throughout the remainder of the sixties the Club grew in stature and held many successful events. These included the 'May Rally', won by the late Malcolm Gibbs, driving an Escort TC with co-driver Randall Morgan, which proved to be one of the most successful and important events in the Club's history.

Photos which survive of these early sixties events show that they were dominated by small Fords - Prefects and Anglias - and the Morris and Austin 1100s and 1300s, and that rallies started in Market Square. In those days the road was still cobbled, although little evidence remains of this today.

Having got off to a good start, however, the club began to run into problems after some eleven years, with both interest and support waning, and a rapid turnover of club officers. At the Annual General Meeting held on April



doldrums, the club had allowed its membership of the Welsh Association of Motor Clubs (the Welsh Governing Body) and the RAC Motor Sports Association to lapse, but after an interval of some six or seven years they rejoined in 1981. They then organised the Championship-winning Three Rivers Rally, which took its name from the rivers Bran, Gwydderig and Towy which surround Llandoverly.

This event continued to be held throughout the eighties, with sponsorship variously from Castrol Oil, Ovell Prints Ltd., Jovion Stationery, Castle Hotel, Badmans Furniture and G. V. Jones Transport, the event qualifying as a round of the WAMC Division One and Division Two 1300cc and 1100cc Road Rally Championships.

It was last held in 1990, but sadly by that time the club was entering its final phase and no

further events were organised. After several exciting years in the top flight of Welsh motorsport, the club was 'mothballed', although theoretically there is no reason why it could not be resurrected if sufficient enthusiasm could be generated. However, a new club has already been formed in Llandoverly which will probably make the resurrection of its predecessor unlikely.

The Dinefwr District Motor Club has been founded by Ken Owen - who organised the 1990 Three Rivers Rally - so there is a degree of continuity and experience in the new organisation, which has already organised successful events. It seems that motor sport will live on in the area.

Opposite page, top: Early days with the Llandoverly Motor Club. A Ford Prefect on the Market Square.

Bottom: 'Banger' or 'Jalopy' racing always played a part in the Club's activities.

This page, top: Mayoress Edna Martin flags away Gary Wong at the start of the 1988 Three Rivers Rally.

Left: Another rally start in Market Square in the sixties. A Ford Anglia leads the field.

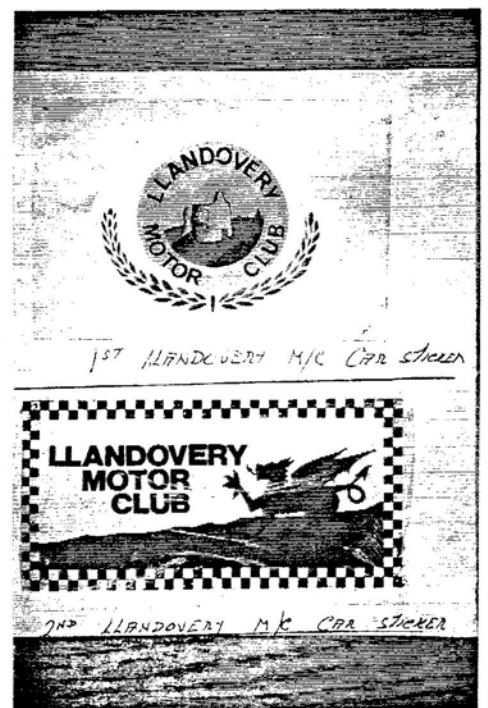
Bottom: The original badge of Llandoverly Motor Club, designed at Llandoverly County High School. Below it is a later badge which the work of J. Viv Owen.



9th 1975 at the Castle Hotel things had reached such a pass that it was decided to hold a vote on whether or not to continue running the club, after proposals had been put forward both in favour, and against. The motion to carry on was carried, but by only three votes, with one abstention, so it was a close run thing.

Thereafter, however, and perhaps spurred on by the realisation that they had almost lost their club, the membership rallied round and the Llandoverly Motor Club entered a more happy period, with membership numbers at one point totalling almost 200. Many varied events were organised, with 'Banger' racing and rallies supplemented by social events, and cabaret shows at the local theatre. To emphasise this new lease of life, the club badge was eventually redesigned by J. Viv Owen to depict the Red Dragon on a green and white background, with a chequered surround to underline the club's commitment to motor sport.

During the period when it had been in the

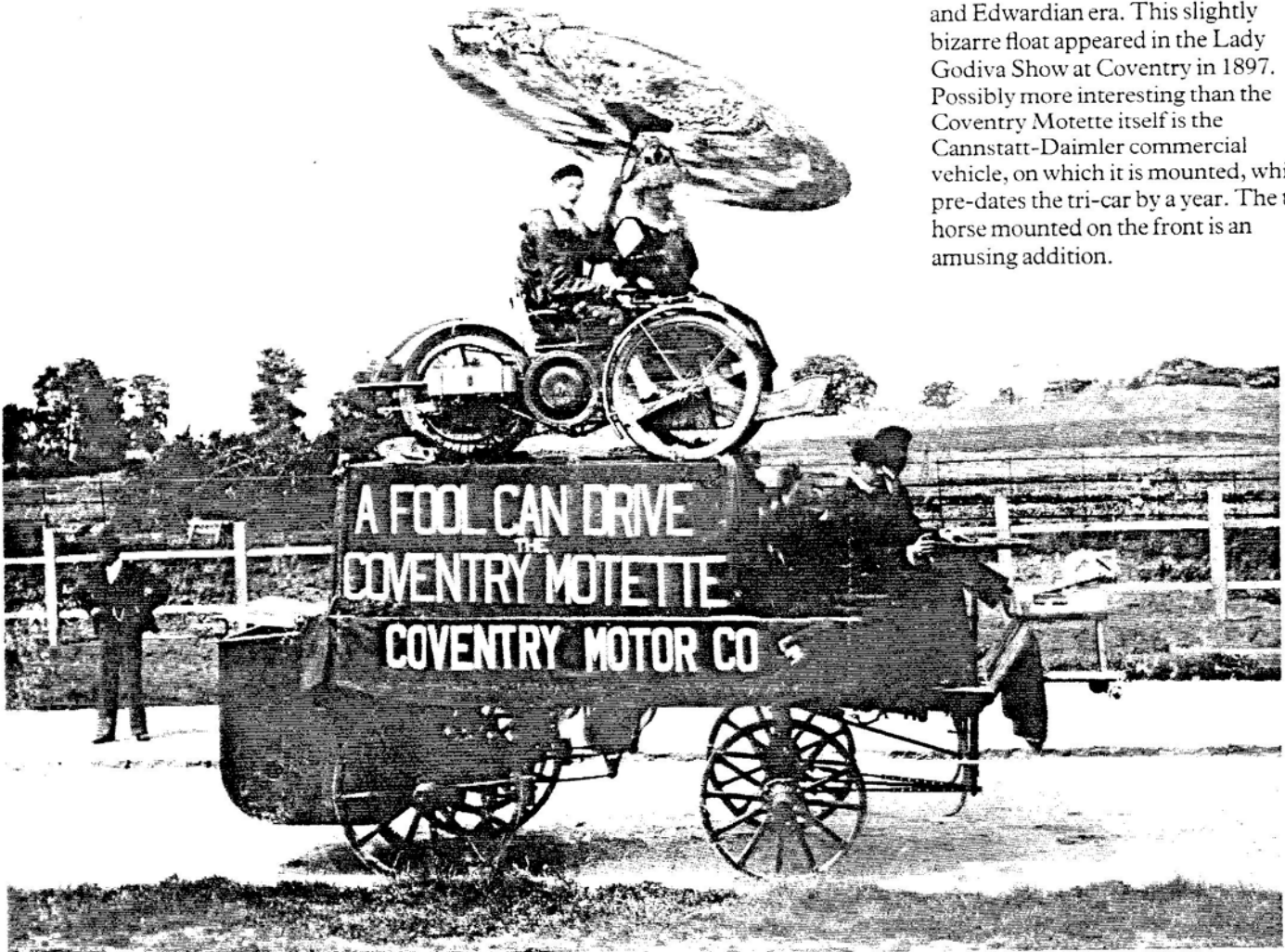


Workmen removing signs from a Berkshire village garage during the 1950s. Such commercial decorations were hardly welcome in the picturesque English country village, and legislation eventually prevented the motor trade from adulterating many a fine vista.



Publicity

Right from the beginning of the industry, manufacturers were vying with each other to bring their products to the public's attention. One such way was to enter in one of the big shows or carnivals so popular in the Victorian and Edwardian era. This slightly bizarre float appeared in the Lady Godiva Show at Coventry in 1897. Possibly more interesting than the Coventry Motette itself is the Cannstatt-Daimler commercial vehicle, on which it is mounted, which pre-dates the tri-car by a year. The toy horse mounted on the front is an amusing addition.





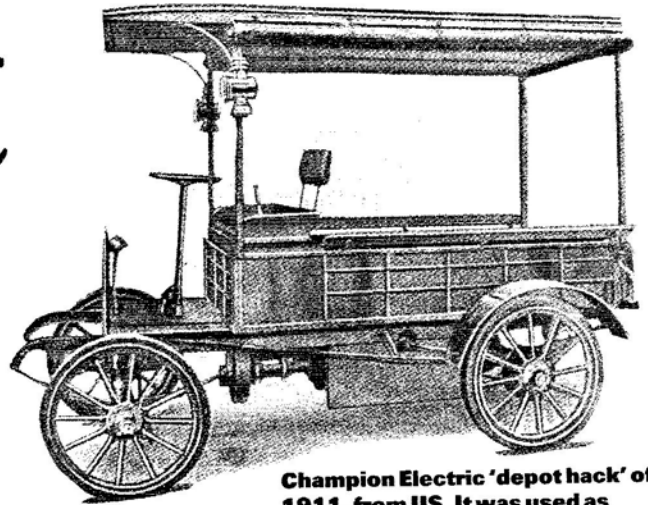
Down at the Caerphilly Hill Climb in South Wales near Cardiff, this rider lacks helmet, cap, goggles or gloves as he tackles the ascent in pre First World War days.



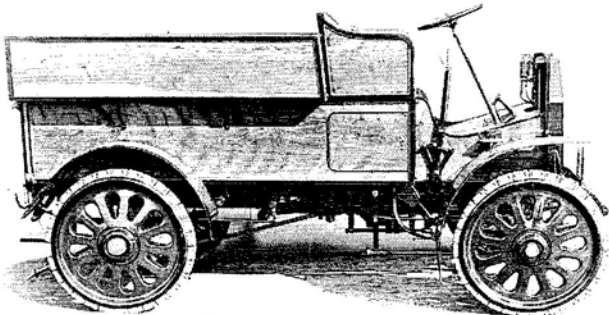
For most drivers it was a long journey down to South Wales for the speed trials on the sands of Porthcawl, but worth the effort to run the cars.

Wooden it be nice

The 'woody' estate car was in vogue from the start of motoring, and fell from popularity only recently.

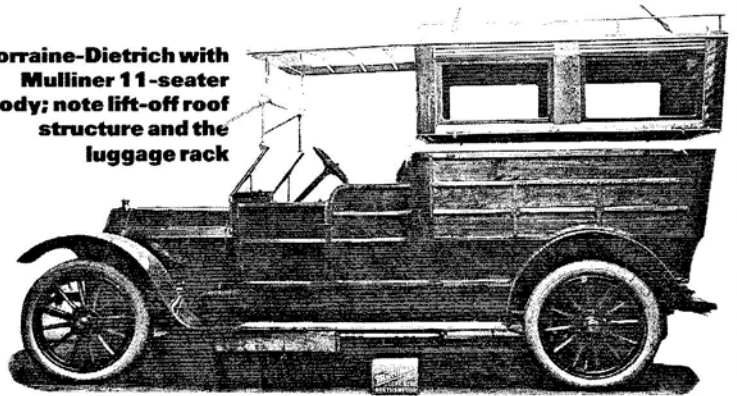


Champion Electric 'depot hack' of 1911, from US. It was used as station-to-city transport

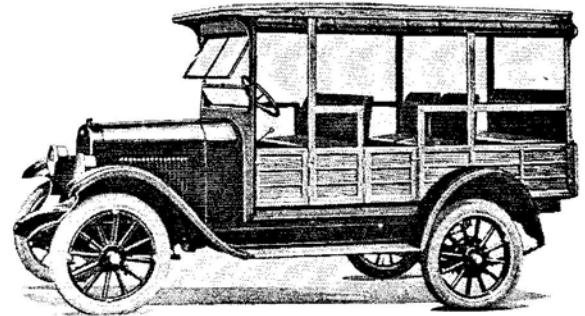
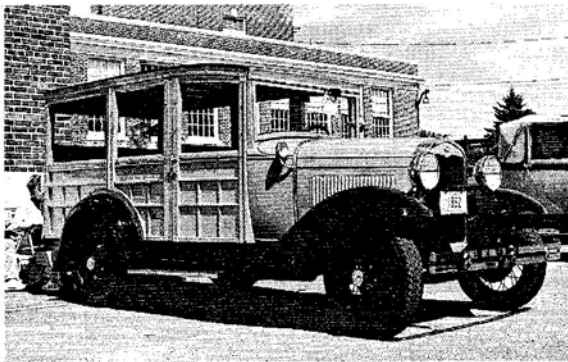


Early British woody – 1910 Lotus 'estate cart' had folding seats and removable cushions, forming either a ten-seater shooting brake or a 15cwt waggon

Lorraine-Dietrich with Mulliner 11-seater body; note lift-off roof structure and the luggage rack

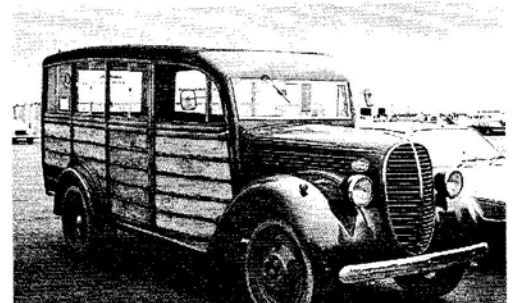
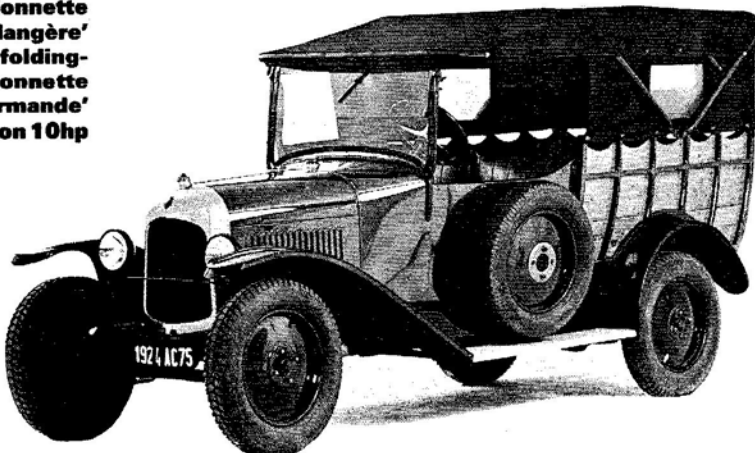


The car that showed the station wagon had come of age – Model 'A' with Ford's own body, made at a company plant and then assembled elsewhere



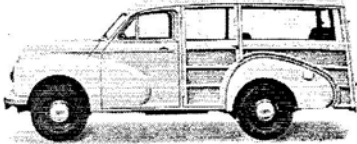
Typical mid-twenties US wagon – Chevrolet with Springfield 'Suburban' body, here with low sides

Citroën offered a 'camionnette boulangère' and a folding-top 'camionnette normande' (here) on 10hp

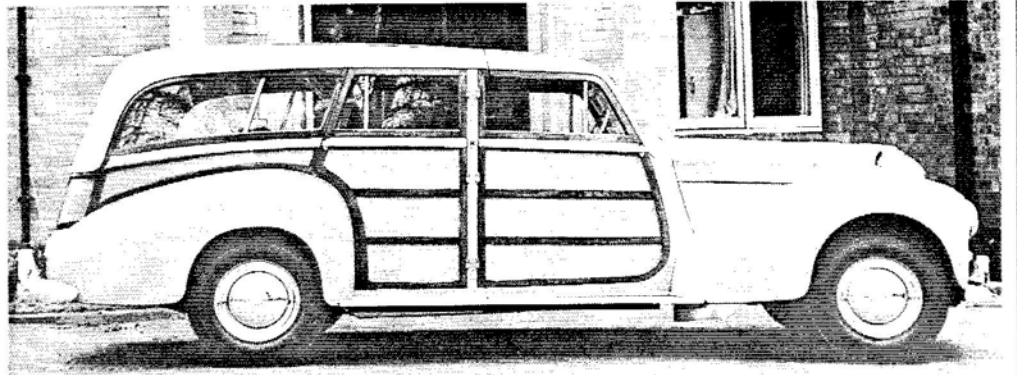


Serious timber – mid-thirties Ford twin-wheel commercial with capacious shooting brake body by an unknown firm (Jennings of Sandbach, perhaps?); car is a surely rare survivor of the bigger woodies, and was snapped at 1985 'Motor 100'

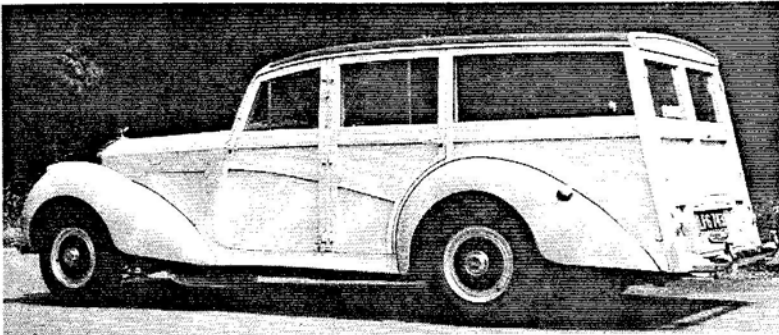
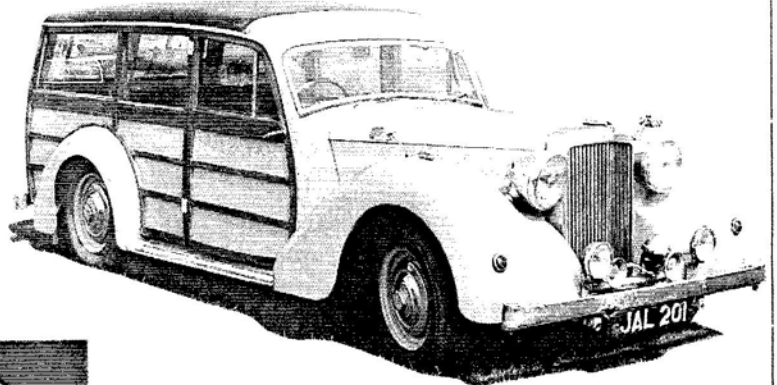
The
CUNARD
Utility
CAR



A Morris traveller you probably won't have seen: Cunard 'Utility' Car based on 10cwt Cowley LCV chassis. Ash-framed four-door body is panelled in oak-faced ply with traditional pine inner roof with ash ribs; three rows of seats. Have examples survived?



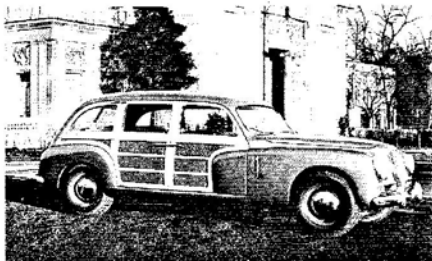
Castle Bodies (Coventry) produced 'Warwick' body for various chassis (above): oak or ash frame with panels of oak-faced resin-bonded plywood. Here it is on Humber Pullman chassis; the date, 1952. Right: Alvis 14hp estate car



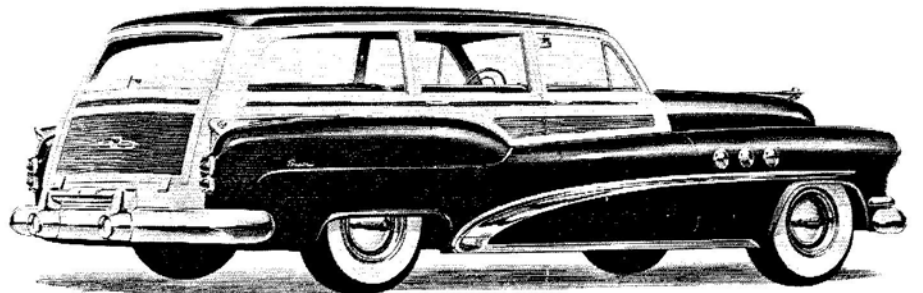
Various post-war Bentleys (above) received shooting-brake bodies; this R-type has one by Dumfermline coachbuilder John Jackson. Laden A70 Hampshire (right) off on 1953 Monte



Even the Russians (upper right) were up to it: a Moskvitch photographed at the trade fair at Posen, in Poland, in 1948. Back in West, one of the mainstream woodies was this Lea-Francis (right), here in its more common form; later Papworth body was more elegant



Rather fine! Sleek body on Lancia Aurelia is by Viotti – an ideal companion, perhaps, to a tender-car Topolino woody for the well-to-do Italian family? Buick (right) is a different beast indeed, and has little wood. A 1952 model – '53 was America's last production woody



Brown's Budget shock for Seventies classics

THERE was a nasty surprise hidden in the Budget for owners of Seventies classics.

Chancellor Gordon Brown has stopped the rolling system of granting 25-year-old classics exemption from road tax.

Instead he has created a new tax category for historic vehicles, but it applies only to vehicles built before 1973.

Because the widely reported Chancellor's Budget speech to Parliament contains only the broad outline of his financial strategy, the restriction on the classic tax perk went almost unnoticed because it was contained in the small print of

the details. Owners of 1973 classics ranging from the Mk 3 Cortina to the Rolls-Royce Silver Shadow, and popular MG and Triumph sports cars were looking forward to claiming their zero tax road licences from next January.

Some owners had already received advance notice from the DVLA that they could expect to receive the concession next year.

Now the DVLA has had to reverse that advice.

Owners of vehicles which are already in the 25-year exempt class can continue to display their current road licence until it expires.

There is no need to return the

registration document to the DVLA for amendment — its records will be amended automatically.

If you need to return the registration document for any other reason, such as change of ownership or address, a new document will be issued for the Historic Vehicle class.

The change will mean that only vehicles built before January 1, 1973, will qualify for the no tax Historic classification.

It includes cars, light vans, buses used for voluntary, community or other non-profitmaking work, motorcycles and tricycles and classic trucks.

It is thought that environmental concerns were behind Chancellor Brown's decision to limit the tax concession, although the evidence of limited use of historic vehicles shows that they do virtually no harm to the environment.

Another possible Budget blow to classic owners is the plan to vary road tax according to engine size.

This could mean that owners of Jaguars, American cars or anything over about 2 litres could face a huge increase in road tax.

Details of this have still to be worked out and there should be a consultation period before it is decided.



RUST IN PEACE: The casket and the 1962 Corvair owned by 84-year-old Rose Martin are lowered into the ground at Pocasset Hill Cemetery in Tiverton, Rhode Island in America.

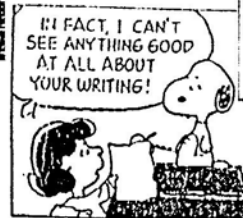
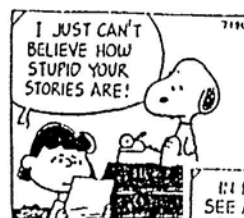
Martin, a former police matron who tended female prisoners at the town jail, was buried in her Corvair alongside her husband's grave site. The car took four burial plots.

FOR SALE

1938 MORRIS SERIES 2 TOURER
DARK RED BODY AND BLACK WINGS
RED INTERIOR.
VERY GOOD CONDITION, TAXED APRIL
1999, TESTED NOV 1998-

£4,750

J.MURRAY 01792-369680

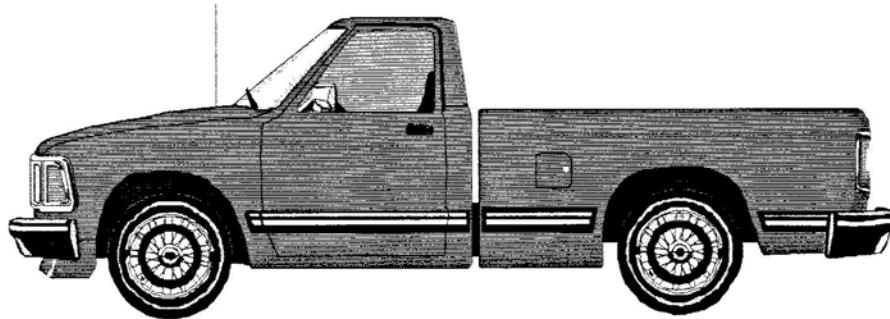


1996 DARWIN AWARDS RUNNER UP

Two men were seriously injured when their pickup truck left the road and struck a tree near Cotton Patch on the stat highway 38 early Monday morning. Woodruff County Deputy, Dover Snyder reported the accident shortly after midnight Monday.

Thurston Poole, 33, of Des Arc, and Billy Ray Wallis, 38, of Little Rock, are listed in serious condition at Baptist Medical Centre. The accident occurred as the two men were returning to Des Arc after a frog-gigging trip. On an overcast Sunday night, Poole's pickup truck headlights malfunctioned. The two men concluded that the headlight fuse on the older truck model had burned out. As a replacement fuse was not available, Wallis noticed that the .22 caliber bullet from his pistol fitted perfectly into the fuse box next to the steering wheel column. Upon inserting the bullet, the headlights again began to operate properly and the two men proceeded on eastbound toward the White River Bridge.

After travelling approximately 20 miles, and just before crossing the river, the bullet apparently overheated, discharged, and struck Poole in the right testicle. The vehicle swerved sharply to the right, exiting the pavement and striking the tree. Poole suffered only minor cuts and abrasions from the accident, but required surgery to repair the other wound. Wallis sustained a broken clavicle and was treated and released. "Thank god we weren't on the bridge when Thurston (shot his intimate parts off) or we might have been dead" stated Wallis. I can't believe that those two would admit how the accident happened said Snyder. Upon being notified of the wreck, Poole's wife Lavinia asked how many frogs the two boys had caught.

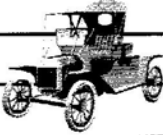
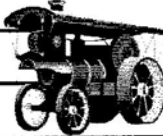


TO BE SOLD

Club member John Moody is donating his 1965 Ford Fairline Estate to Preseli Old Vehicle enthusiasts, who will in turn sell the car by auction at the Orffwyn Teifi Vintage show which is held at Croesfan, Llandysul on August bank holiday Monday. All proceeds from the sale will go to the Ty Hafan Children's Hospice Appeal. The car was in everyday use in 1993 and was regularly taken to shows. It has been out of use for over two years and although not looking too bad, it does need a fair amount of attention to the floor pan as well as some other mechanical work. The engine, gearbox and rear axle are all in fair condition as the mileage was very low when John acquired the vehicle five years ago. Despite appearances and the fact that it was owned for many years by a funeral director in Swansea, John does not believe it was ever used as a hearse. A purpose built hearse would only have two doors and he doesn't think there is sufficient room to pass a coffin through the rear windows. His conclusion is that it was in use as a flower car for large funerals which would explain why it has only covered 45,000 miles in nearly fifty years. Technical specification is :-


- Straight six cylinder, 200 cubic inch (3.3 litre).
- 3 speed column change with manual transmission.
- Seating capacity 8 with folding seat in rear section.
- Fuel consumption approximately 22 mpg.
- Manufactured especially for export in Canada hence Right Hand Drive.

SHVR 1998 EVENTS DIARY

DATE	EVENT DETAILS	CONTACT
JUNE 1998		
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 24th June	SHVR Evening Run	Alan Broughton 01269 870293
Sun 28th June	SHVR Castles Run	Mike Palmer/Steve Mitchell
JULY 1998		
Sat 4 th July	Swansea Valley Agricultural Show, Pontardawe	Albert Lewis 01792 845164
Sun 12 th July	Cynon Car Show, Sobel Centre, Aberdare	Adrian Moses 01685 881287
Mon 20th July	SHVR Club Night Barbecue, Murton Rovers	
Sun 26 th July	Scolton Manor Vintage Show	Tony Allen 01646 651240
Wed 29th July	SHVR Evening Run	Alan Broughton 01269 870292
AUGUST 1998		
Sat/Sun 1 st /2 nd Aug	Groesfaen 19 th Annual Rally 	Mary Merritt 01222 890719
Sat/Sun 1 st /2 nd Aug	Rawton Show, Gloucester	Paul Smith, 01242 577853
Sun 2 nd Aug	Milford Marina	Gerald Evans 01646 692911
Sun 16 th Aug	Clynderwen Classic Car Show	Joyce Davies 01646 600455
Sun 16 th Aug	Gnoll Car Show Neath	Dean Richards 01792 812235
Mon 17th Aug	SHVR Club Night Murton Rovers	
Wed 26th Aug	SHVR Evening Run	Alan Broughton 01269 870293
Sat 29th Aug	SHVR College Run	Steve Mitchell 01558 650620
Sun 30th 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		
Sat/Sun 5 th /6 th Sept	Beaulieu Autojumble	
Sat 5th - Mon 14th	SHVR Tour Of Brittany	Steve Mitchell 01558 650620
Sun 13 th Sept	Pontardulais Vintage Show	Steve Thomas 01792 882382
Sun 20 th Sept	Tredegar House 19 th Rally	Mandy Womack 01633 895145
Mon 21st Sept	SHVR Club Night Murton Rovers	
Sun 27 th Sept	Swansea MG Club 3 rd Beacons Run	Robin Jones 01792 419780
Wed 30th Sept	SHVR Evening Run	Alan Broughton 01269 870293

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

SHVR 1998 EVENTS DIARY

DATE	EVENT DETAILS	CONTACT
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		
Sat/Sun 7 th /8 th Nov	Classic Car Show NEC	
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	
1 st Jan 1999	SHVR New Year's Day Run	Mike Palmer 01792 203638
(Compiled By Gerry Lloyd, Mike Palmer & Steve Mitchell)		

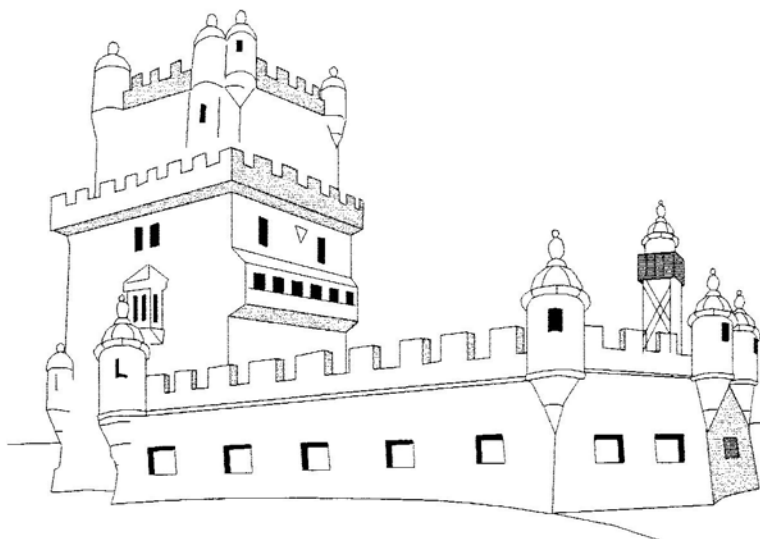
MALLOW 1998



There is a bit of confusion about who is organising Mallow this year. The important thing is that it is on the weekend of July 4th/5th. The next important thing is that if you want to go, then please contact Hywel Evans on 01792 773801 or Steve Pearson on 01792 416985.



SHVR CASTLES RUN



Don't forget that the Castles run is being held on the 28th June. The run this year will head west from the Pont Abraham start and will take in a new set of Welsh Castles and appropriate scenery. The lunchtime stop will be at Llys Yr Fran by the reservoir. So if you haven't already entered, please send your forms back to Mike P as soon as possible. The cost of the run is £10 as usual, which includes a brass plaque, rally plate and a lunchtime snack for two. Superb value for money as always.

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.

FOR SALE

1939 Vauxhall 14. Offers please to Keith on 0411 560675.

WANTED

1970s Italian motorcycle for restoration: complete, part finished or a basket of bits. Please phone Mike on 01792 403609.

FOR SALE

Morris 1000 bonnet. Offers. Please ring 01792 883059.

FOR SALE

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

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.

FOR SALE

Portapack Gas welding set. Gauges, trolley etc. Please ring Geoff Anderson on 01639 845101

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



ROLLS ROYCE VISIT

Rolls Royce normally only do visits on a Monday. The problem with this is that the Monday they were recommending is club night. Not too convenient really, since no-one in their right mind would want to miss club night. Alan Broughton has contacted Rolls Royce and discussed the problem with them, such that they have agreed to lay on a special visit for SHVR on a Tuesday. Well done Alan. The visit will now take place on Tuesday 21st July. So this means that we have to get our act together and arrange for as many members as possible to go, since Rolls Royce (or is it Volkswagon !!, **HEAVEN FORBID !!**) Have called our bluff. Please contact Alan B on 01269 870293 or talk to him on club night.

FOR SALE

Lanchester E18 Saloon
1935. 2.6 litre Preselect
Gearbox. Fluid Flywheel
Aluminium Body. Good
Condition. £2,250.
Please ring Stan Bingham
on 01792 360291.



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 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 £8.00.

China Plates

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

SPRING Essentials

SHVR Embroidered polo shirts with standard club badge or 20th anniversary badge. Most colours available. Sizes up to Extra Large £14.50. Extra/Extra Large £15:50. 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

or ring Christine on 01269 870293

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

Edited and compiled by :-

Steve Mitchell, Tyn-Y-Lan, Porthyrhyd, Llanwrda, Carmarthenshire SA19 8PB and
Mike Palmer, 10 Carnglas Avenue, Sketty, Swansea, SA2 9JG.

With help from :- Gerald Gill and Phil Rice of Copyprint.

75th ANNIVERSARY

"The Car for the Connoisseur"

BROOKLANDS

ALVIS

DAY

14th JUNE 1998

Sponsored by:

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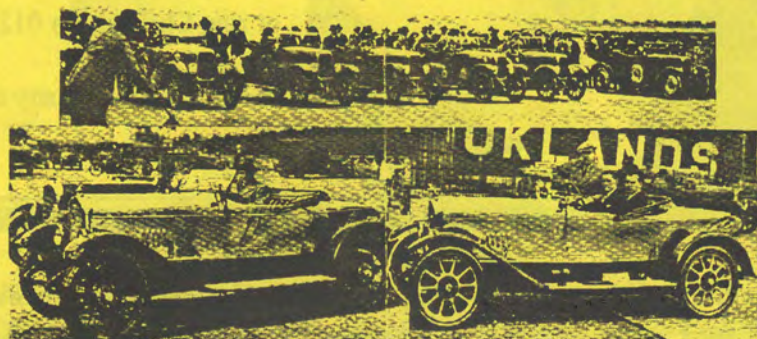
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An event unique in motoring history



The First Henlys Alvis Day - June 1923



Alvis Rover