

# S.H.



# V.R.

## THE SWANSEA HISTORIC VEHICLE REGISTER

21 YEARS SERVING THE ENTHUSIAST

MARCH 1998 MAGAZINE



## FOR SALE

Triumph 2000 Mk II Estate Automatic. Spares only. Please phone 01239 841434

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## FOR SALE

1979 Morris Marina 1700HL - Running order. Plus 1980 spare car £95 the pair, please contact Chris on 01792 469608

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## FOR SALE

Imminent ceiling collapse forces disposal of large quantity of "Classic Car, "Classic and Thoroughbred, and "Classic and Sportscar" magazines. All 1970s and 1980s. Free to a good home, bring a large van. Please contact Ted Purcell on 01792 865502.

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## FOR SALE

1969 Riley Elf, needs finishing. Ring David Elvy on 01792 884273

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## FOR SALE

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

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## JANUARY SALE

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

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## FOR SALE

Austin Maxi 1750 cc. 1976 Taxed and MOT'd £375. Please ring Mrs Talbot on 01792 297448

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## FOR SALE

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

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## FOR SALE

1945 Austin A40 Rolling Car/Chassis. Requires welding £100. Please ring Andre Price on 01792 413117

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## FOR SALE

1976 Rover P6B Auto. Fully restored. New quality respray. Factory Fitted webasto sun roof. Taxed and MOT'd. Ready to go. £1750 o.n.o. Please ring Dudley Rees on 01792 402552.

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## FOR SALE

Volvo 121 Amazon (2 door). Long MOT. Tax exempt. Lods of spares inc engine, back axle, 5 wheels & tyres + much, much more. Offers around £1400. Please ring Mike Palmer on 01792 203638

## 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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## WANTED

Triumph Spitfire 1500 bodysell. Please Dave Rawson on 01663 742334

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## FOR SALE

1968 Jensen Interceptor Mk 1. Automatic. British Racing Green. 6.3 litre V8. £4995 ono. Contact Tancock Motors Swansea.

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## FOR SALE

1978 Allegro 1300, Good Condition. Genuine 25,000 miles Offers please to Gordon Davis on 01792 582779

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## FOR SALE

Industrial sewing machine. £100. Please ring Geoff Anderson on 01639 845101.

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## FOR SALE

1972 Rover 2000 TC. Taxed and MOT'd £950 o.n.o. Please contact Dudley Rees on 01792 402552

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## 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.

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Secretary - Steve Mitchell	01558 650620

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Tony Vaughan	-	01792 366640
Jerry Lloyd	-	01792 814562
Steve Pearson	-	01792 416985
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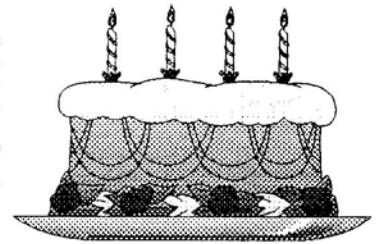
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Ray Legate - 01923 827551

## THE THOUGHTS OF CHAIRMAN MIKE

What an excellent turnout for February's clubnight. There I was, going merrily about my duties and informing you all of things to come, whilst one of the world's greatest mysteries was unfolding in front of me, unnoticed. I should have followed Lloyd Crossman's advice from the television programme "Through The Keyhole" and "looked for the clues". Why were there balloons all round the room ?, why all the candles ?, were we expecting a power cut ?. Why the sharp knife on the table ? and all the secretive whispering. Was your chairman about to be assassinated !!. What was John Presdee doing draped in party banners ?. Why did the committee members tell me to take deep breaths ?. Why had all the members started drinking the same type of wine ?, they usually drink beer. Why was the room reaching boiling point ?. The paint on the ceiling was starting to blister from the intense heat. All those in the room were starting to look tanned !!. Then the mystery unfolded !!!

Crickey !! That many candles on one cake !!. And "is he really that young, he looks ancient !!" was muttered from either side of me. Yes, you've guessed it. I own up to having reached the half century and the tables were well and truly turned on me ! My sincere thanks for a memorable and surprising night and also for the leaping cat trophy (to commemorate the fact that I was 50), which was presented to me by Johnny Thomas from you all.



Tony Vaughan informs me that places are filling up rapidly for the May Irish trip to Kinsale , so if you haven't made your mind up yet, see Tony now. Likewise, if you want to go via Fishguard (shorter crossing) see Steve Mitchell, or from the Midlands, contact Dave Rawson on 01633 742334. To date there are 31 vehicles booked on the trip from SHVR. Harry Price's Premiere Run was most enjoyable with the sun shining all day. A good day out and a fabulous route, well done the Capri Club. On the following Sunday (St David's Day) we all went on a Lunchtime run to the Mountain Gate. Another huge success and well supported despite a bitterly cold day.

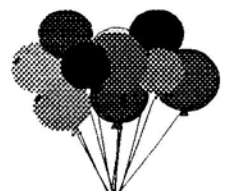
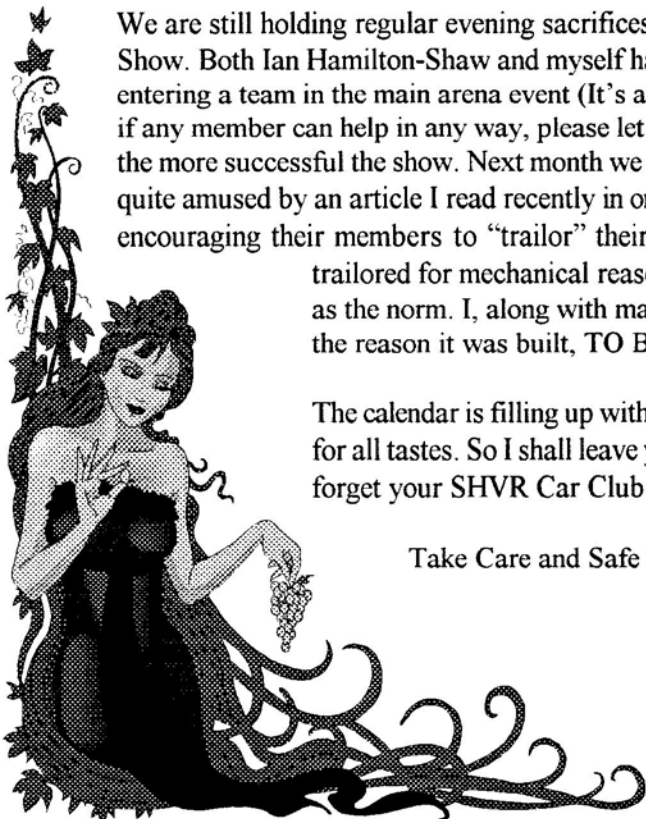
We have had a sudden rather large influx of new members (23 this month so far), with a cross section of interesting vehicles. Don't forget (old and new members alike), please send me some pictures of your motors, for the magazine front cover and also any technical articles you may wish to share. Our thanks to new member Ian Green from Malvern for the Autojumble tickets. These were distributed on a first come first served basis from a list of members at clubnight.

We are still holding regular evening sacrifices to the rain gods to guarantee good weather for our Singleton Show. Both Ian Hamilton-Shaw and myself have been out coercing local companies to support us, either by entering a team in the main arena event (It's a knockout) or contributing towards the advertising budget. So if any member can help in any way, please let your committee know. This is a club event, so the more help, the more successful the show. Next month we will publish a list of helpers and their tasks for the show. I was quite amused by an article I read recently in one of the many motoring magazines, about the BSA Car Club encouraging their members to "trailor" their cars to events. We all agree that some exhibits have to be trailored for mechanical reasons (or speed), but this should not be encouraged or accepted as the norm. I, along with many people, derive most pleasure from using my old motor for the reason it was built, **TO BE DRIVEN!!**.

The calendar is filling up with all sorts of events and most definitely there is something there for all tastes. So I shall leave you to continue getting your exhibit ready for May Day. Don't forget your SHVR Car Club Badge.

Take Care and Safe Motoring

*Mike P*



# SHVR TOUR OF BRITTANY SEPTEMBER 1998

Over the years, the French Farmers and Fishermen have caused significant chaos through their protestations over numerous issues. The French economy has yet to survive a visit from SHVR, so I suggest that you sell all your European stocks and shares around the end of August. Mike Palmer said something about French lessons, I'm not sure about his intended curriculum. Arrangements are now well in hand for the tour of Brittany in September. We have booked a large self-catering chateaux with 10 double rooms, and set sail for France on Saturday 5<sup>th</sup> September from Portsmouth to St Malo. This is an overnight crossing so that we can sneak in under the cover of darkness. The return trip is overnight on the 13<sup>th</sup> September, travelling from CAEN to Portsmouth. We have nine cars going out (and hopefully coming back) so there is one spare space left. If you are interested in going, it's a case of the first person to send Debbie Foley an £80 deposit is in. The cost of the tour is £251 for the ferry crossing (including inside cabin, car and passengers) plus £118.64 for the weeks accommodation (two people sharing). Food, petrol, drinks etc, are on top. If you would like more details, please ring either Steve Mitchell (01558 650620), or Mike Palmer (01792 203638).

## SWANSEA - KINSALE PILGRIMAGE MAY 1998

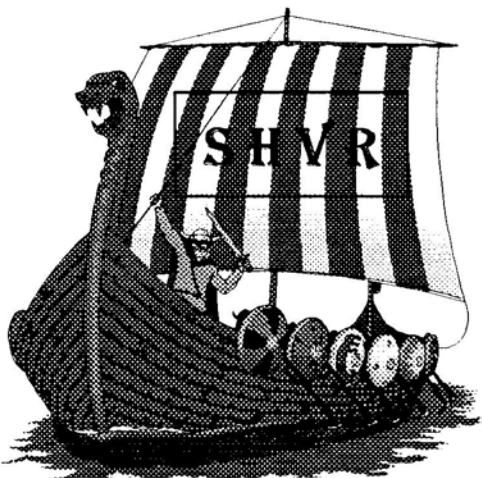
If you have yet to decide on whether or not to go to Kinsale this year, then don't hang about. The Hotels in Kinsale are filling up. There are two main choices as follows :-

### SWANSEA - CORK

This is the traditional route out to Kinsale, on the overnight Ferry from Swansea to Cork, going out on the 7<sup>th</sup> May and returning on the 11<sup>th</sup> May, again overnight. The cost of the Ferry crossing is £115 per car (up to five people), cabins are £34 extra. The distance to drive from Cork to Kinsale is minimal. Hotels are costing about £35 per couple for B&B. For more details please ring Tony Vaughan on 01792 366640.

### FISHGUARD - ROSSLARE

This is a new route, which started last year, mainly due to some club members not wishing to spend so much time on the Ferry. This year we are going over on the catamaran which is even quicker. The shorter crossing is traded off against a longer drive from Rosslare to Kinsale via Waterford. We are catching the 11:10 am Catamaran on the 7<sup>th</sup> May and returning on the 18:25 Catamaran on the 12<sup>th</sup> May. The cost of the crossing is £153 for both ways which includes the car and passengers. Debbie Foley is trying to improve on this price. The plan is to stay in Waterford on Thursday evening (£40 per couple B&B) and then drive on to Kinsale on Friday Morning, arriving just after lunchtime. The cost of the hotel in Kinsale is as above. For more details, please ring Steve Mitchell on 01558 650620 or Mike Palmer on 01792 203638.



The Kinsale Motor Club are organising a run and various events for Friday, Saturday and Sunday. The whole weekend will be based in and around Kinsale which is a renown for its food. As is always the case, car safety is key, so we have arranged an area to park the cars in Kinsale and have ensured that the overnight stop in Waterford has secure parking (we stayed there last year !!).

There is only one thing left to say and that is "look out here we come".

*Steve M*

# SHVR CAR BUYER'S GUIDE

**Fed up with adverts you can't understand !!  
Lost in the maze of trade speak !!**

Then let the SHVR guide to classic car buying terms take you through your next delve into the magazine "For Sale" pages. Listed below are some of the many lines seen in adverts for Classic Cars. The SHVR team has decoded these for your benefit, so use them wisely when buying your next project.

Line/Term	Translation
Trader	Crook !
Easy Restoration	No Such Animal !
Dismantled For Restoration	In 2000 Rusty Bits, Half Missing !
Genuine Reason For Sale	No Money or Can't Make Repayments !
Owner Going Abroad	Evading The Fraud Squad !
Future Classic	14 Year Old Banger !
Can Be Heard Running	Usually Up To A Mile Away !
Sell To A Good Home Only	Grab The Cash From The First Mug !
Requires Finishing	Put It Together From A Pile !
Rare	Can't Find The Spares !
Too Good To Break	Even The Scrap Man Won't Take It Away !
F.H.C.	Full Of Horrendous Corrosion !
Needs Welding For M.O.T.	The Floor's Missing !
Dry Stored	Flat Tyres, Seized Engine, Clutch and Brakes !
Comes With Lots Of Spares	But Not For The Car You've Bought !
Private Sale	Dealer Working From Home !
Fitted Period Accessories	Two Non-Working Fog Lamps & A Flea Ridden Nodding Dog !
Occasional Use Only	Won't Start Most Of The Time !
Summer Use Only	In The Rain Axle Deep In Mud On a Rally Site !
Was Running A Year Ago	At Which Point It Stopped And Won't Run Again !
Much Sought After	Been For Sale For Six Months !
First To See Will Buy	At Least 20 People Have Been To See It !
Little Work For MOT	Failure List Like The Doomsday Book !
Sympathetic Restoration	Quick Respray And Blackened Tyres !
Recent Respray	Buy Quick Before The Filler starts To Bubble !
Baby Forces Sale	Baby Been Sick, Leaving A Nasty Smell And A Stain That Can't Be Removed !
Six Months MOT	One Wheel In The Scrapyard !
MOT Just Run Out	Two Wheels In The Scrapyard !
Requires Restoration	Three Wheels In The Scrapyard !
Too Good To Break	It's Going To The Scrapyard !

## SHVR NEW MEMBERS

- ☺ ☺ **Ian Green** from Malvern has joined with his Alvis.
- ☺ ☺ **Ron Bray** from Skewen has joined with his Austin A30 and Hillman Minx.
- ☺ ☺ **Dave Price** from Denbigh has joined with his Landrover.
- ☺ ☺ **Norman Lemon** from Neath has joined with his Volkswagon Beetle.
- ☺ ☺ **Don Mills** from Conwy has joined with his 1926 Rolls Royce Tourer.
- ☺ ☺ **Harold George** from the Mumbles has joined with his TR4A.
- ☺ ☺ **Ian Hamilton-Shaw** from Swansea has joined with his Harley Davidson.
- ☺ ☺ **Peter Dean** from Bridgend has joined with his 1954 Morris Minor.
- ☺ ☺ **David Swash** from Aberdare has joined with his MGB and MK1 Ford Escort.
- ☺ ☺ **J V Thomas** from Llanelli has joined with his Austin Healey Sprite.
- ☺ ☺ **Gerry Brawn** from Milford Haven has joined with his MGC GT.
- ☺ ☺ **K Meyers** from Birchgrove has joined with his Austin A30 and Morris 1000.
- ☺ ☺ **M E Wheadon** from Llandovery has joined with his 1928 Sunbeam.
- ☺ ☺ **L Mills** from Llanelli has joined with his A35 Van and Ford Capri 2.8.
- ☺ ☺ **Anthony Francis** from Mayals has joined with his Sunbeam Alpine.
- ☺ ☺ **Gordon Oliver** from Aberdare has joined with his 1952 Austin Atlantic, VW Camper, and 1954 Austin Somerset.
- ☺ ☺ **Jim O'Reilly** from Mountain Ash has joined with his Sunbeam Alpine, Triumph GT6 and Triumph Herald Estate.
- ☺ ☺ **Mr A M Bond** from Dunvant has joined with his Riley Elf and Mini Cooper.
- ☺ ☺ **John Murray** from Mumbles has joined with his 1932 Rover 12 and 1946 Sunbeam Talbot.
- ☺ ☺ **Alison Francis** from Llanelli has joined with her Triumph Herald.
- ☺ ☺ **Graham Thomas** from Cardiff has joined with his Rover.
- ☺ ☺ **Keith Latronico** from Swansea has joined with his Volvo 1800E Coupe.
- ☺ ☺ **Alan Davies** from Bridgend has joined with his Jaguar E Type.

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

*Steve M*

# Servicing Lucas Wipers

THE following service instructions for Lucas screen-wipers, types MT, CW, CWH, CWR and DW<sub>3</sub>, are supplied by Joseph Lucas Ltd. Taking type MT first the following table gives a list of faults and their possible causes.

## TYPES MT

SYMPTOMS	POSSIBLE CAUSES	REF.
Wiper will not operate	Switch setting out of adjustment or switch contacts dirty	2
	Loose or broken connections	3
	Contact breaker remaining permanently open	4
	Timing out of adjustment	5
	Driving pin sheared	6
Wiper motor operates, but drive is not transmitted to arm		
Wiper motor sluggish or lacks power	Rotor binding or stiff bearings	7

### 1. Dismantling Wiper for Overhaul or Fitting of New Parts

Remove the wiper cover—it is secured by two screws. Slide the cover over the curved handle, utilising the slot provided in the cover.

Withdraw the knurled knob by unscrewing its fixing screw—taking care not to lose the spring which fits inside the knob.

Remove the contact breaker plate—it is secured by two nuts to the pole shoe, and by a screw to the supporting strip—retain the spring washers and the packing shims.

Withdraw the washers, distance piece and barrel nuts from the back of the wiper. The back cover plate can now be removed.

### 2. Switch Setting Out of Adjustment or Switch Contacts Dirty

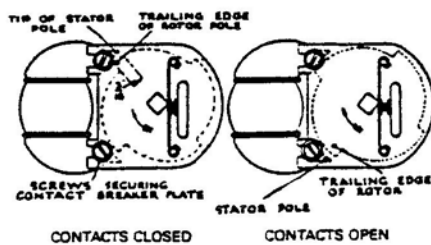
If the cover of the wiper is damaged, or if the switch has been tampered with, the contacts may be remaining permanently open. Remove the cover and see that the switch contacts open and close with the movement of the control knob. If necessary bend the longer contact strip until the switch functions satisfactorily. The contacts of the switch must be kept clean and free from oil or grease. If they are dirty, they must be cleaned with fine sand-paper and afterwards wiped with a cloth moistened with petrol.

### 3. Loose or Broken Connections

Examine the wiring of the motor. If necessary, resolder any connections which are loose or broken.

### 4. Contact Breaker Remaining Permanently Open

Examine the action of the contact breaker. Owing to damage or inexperienced attempts at adjustments the contacts may be remaining permanently open or the spring carrying the moving contact may



Type MT motor

have been broken. If the spring is broken it will be necessary to fit a new contact breaker plate. When fitting, ensure that the two washers are fitted on each of the two fixing bolts underneath the plate.

Retime the wiper as below.

### 5. Timing the Wiper

The best performance of the wiper is obtained when it is timed so that the contacts close when the trailing edge of the rotor pole is  $\frac{1}{8}$  in. to  $\frac{7}{32}$  in. before the tip of the stator pole, that is to say, when one of the rotor poles is leaving the tip of the stator pole.

The contacts should open when the trailing edge of the rotor is approximately flush with the edge of the other stator pole.

It should be noted that the time of closing and opening of the contacts relative to the position of the rotor is the all-important point, the maximum gap between the contacts is determined by the shape of the cam and cannot be altered.

Switch on the current when checking the timing position, as the closing of the contacts can be "felt" by the intensity of the magnetic pull. The position, when the contact points open, can be most easily determined by turning the rotor backwards slowly until the "pull" indicates that the points are just closing.

To alter the timing, slacken the two screws which secure the celeron contact breaker plate, and move the plate until the foregoing conditions are obtained. The best way to make the adjustment is to slacken the fixing screws only very slightly, and to move the plate by gently tapping it.

After adjusting, tighten the screws, recheck the timing position and see that the switch will function correctly.

### 6. Driving Pin Sheared

The driving pin can be replaced easily without dismantling the wiper as follows:

Slide the spacing piece and washers off the fixing studs, remove the cotter pin from the shaft, and then withdraw the crooked arm from the wiper. Care should be taken not to lose the spring and two washers. Fit a new driving pin, and, before replacing the arm, withdraw the cover and remove

the sheared ends of the old pin. A replacement driving pin can be made from a length of iron wire of .062 in. diameter.

### 7. Rotor Binding or Bearings Stiff

Turn the rotor by hand for several revolutions—if it is consistently tight, the wiper bearings probably need lubrication (see paragraph 9). If the armature is only stiff occasionally the stiffness is probably in the gearbox or is caused by dirt or other foreign matter in the air gap between the rotor and the pole shoes.

Remove the wiper back plate and examine the gears and links for evidence of stiffness.

### 8. Fitting Wiper Arm

To fit the wiper arm to the spindle, slide the collar attached to the tension spring over the spindle and then locate the spindle end in the hole in the wiper arm bush. The hole in the bush is counter bored; the spindle must be inserted in the larger end and pushed fully home. Tighten the set screw gently at first to see if the position is correct and then tighten up to the fullest extent.

### 9. Lubrication

If the rotor is consistently stiff when turned by hand, add a few drops of thin machine oil to the lubricator provided. When examining the gearbox, if necessary, lightly pack the gears with a good quality high melting point grease.

A fault chart for types CW, CWH, CWR and DW<sub>3</sub> is given below:

## Types CW, CWH, CWR and DW<sub>3</sub>

SYMPTOMS	POSSIBLE CAUSES	REF.
No Current	Switch setting out of adjustment or switch contacts dirty	1
	Loose or broken connections	2
Field current only.	Brushes worn out or not bearing on the commutator	3
	Armature damaged	7
Types CW, CWH, CWR and DW <sub>3</sub> (12 volt) approx.: 0.6 amp.	Armature binding or bearings stiff	4
		Types CWH and CWR Rack Mechanism binding (with wiper fitted)
Type CWH (6 v.) approx.: 2 amps.	Commutator dirty	5
Type DW <sub>3</sub> (6 v.) approx.: 1.2 amps.		6
Current more than normal	Brushgear short circuited	6
Types CW, CWH and CWR (12 volt) over 2 amps.		
Type CWH (6 v.) over 1.4 amps.		
Type DW <sub>3</sub> (12 v.) over 1.5 amps.—6 volt over 2.5 amps.		

# A Ride in the Dickey

Motoring adventure, ordeal  
by wind and rain, or  
social ostracisation?

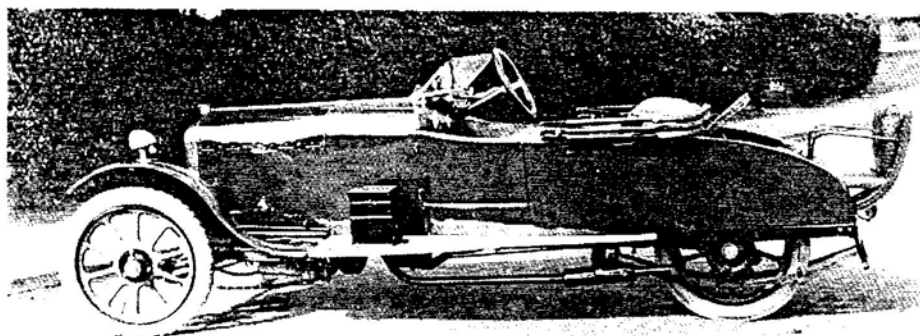
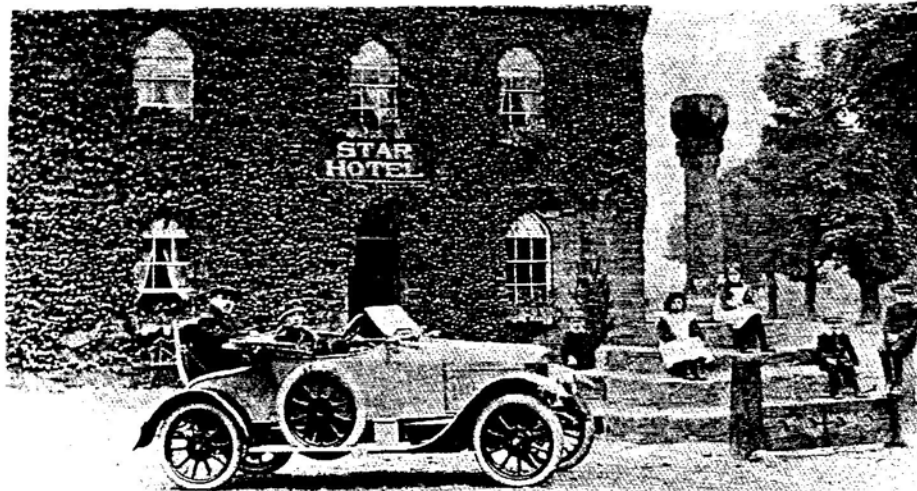
**W**as the immediately post-war Triumph 1800 Roadster (which became something of a cult car following Bergerac's Channel Islands adventures on the television screen) the last production factory-bodied car to have a dickey seat? If there were other, later, cars so equipped they do not spring readily to mind.

However, the dickey seat long pre-dates the motor age. My dictionary defines 'Dickey' as 'A seat for servants at the back of a carriage', and gives an identical definition for the 'rumble seat', the version preferred by our American friends.

The heyday of the dickey seat in motor cars was the 1920s. There had been earlier examples: pre-World War I dickey seats tended to be much more exposed than their later counterparts.

A rare car photographed in Ripon, Yorkshire, on 13 October 1915 is the Newey, its comfortable-looking dickey seat occupied by Trubie Moore, a Yorkshireman who became a highly successful contender in speed hill-climbs, speed trials and the like in the first half of the 1920s. The photograph was taken by H. Mortimer Batten, well-known as a frequent contributor to the motoring journals on touring and natural history topics. The Newey is a neat little car, more typical in appearance of the 1920s than many of its date.

At one time I owned a 1922 Humber 11.4 sidevalve 2/3-seater with dickey, but I myself never travelled in its dickey. Humber dickets were



remarkably comfortable, with generous buttoned leather upholstery and even the refinement of arm rests. The forward panel of the dickey, when opened, could be secured at any angle to allow the panel to act as a wind deflector.

Since my ownership of that Humber I have enjoyed riding in the dickey of other Humber of the period, notably in a fine 12/25 3/4-coupe, where I found it a pleasant distraction to watch the deflection of the rear springs (mounted outboard of the chassis side members on these cars) as we motored round the country lanes. As a driver one cannot safely watch the antics of one's rear springs unless in reverse gear!

It must be admitted, however, that many a dickey was notoriously uncomfortable. If the contours of the body behind the hood were not very carefully thought out the back rest of the dickey seat could be very unsupportive of one's back on a long journey, conducive to back pains, 'pins and needles' and cramp.

The dickey of the Kidderminster-made Castle-Three that I illustrate must have been very exposed and uncomfortable; the fact that the car is a three-wheeler compels the seat to be very far aft.

The dickey seat was often condemned as being unsociable: with the main hood down, its occupants could only communicate with those in front by shouting, as their words went rapidly away in the slipstream. With the hood up, the

occupants of the dickey were ostracised. Because the main criticism of the dickey was its exposure to the elements it was not long before the makers of all-weather equipment made dickey seat screens and aprons (some of which were effective and, alas, many which were not) in an effort to make a journey more acceptable.

Very rare - it would have earned you maximum points if there had been a vintage equivalent of the once immensely popular *I Spy* series - was the dickey seat hood. I can recall only one example, a magnificent 50hp Sheffield-Simplex. Such a device must have been complex in the extreme and only suited to a large car. Its cost and complexity alone would have made it unsuited to the run-of-the-mill 2/3-seater. One assumes that only the wealthy and eccentric would wish to have such a device instead of housing all the car's occupants within a normal touring body, all 'under one roof' so to speak, so even under two hoods and a cowl, another eccentricity sometimes indulged in on large cars.

Some motorists with dickey-seated cars deliberately used the discomfort factor of the dickey as a means of discouraging unwelcome additional passengers, hence the term 'mother-in-law seat'. Irrespective of how the owner may have regarded his dickey seat passengers, no dickey recommended itself to the obese, the infirm or the elderly. Even taking one's place in the dickey involved some agility. Usually a small step was provided, at about the level of the spring shackles, and another about level with, or on top of, the nearside rear wing. Mounting these often deterred passengers in the categories above, to which one might add the wearers of long, or tight, skirts!

One has a slight suspicion that a certain snobbery still attached itself to the dickey seat, a relic of the 'seat for servants' of the dictionary definition, and that this manifested itself as a reluctance both by the car's owner to take on

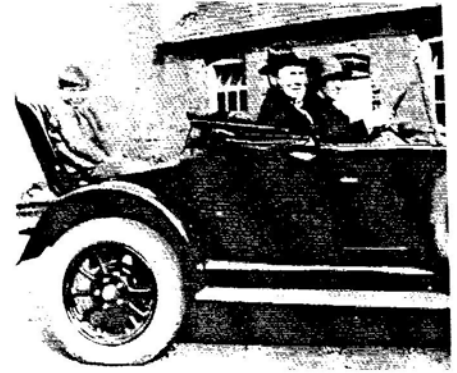
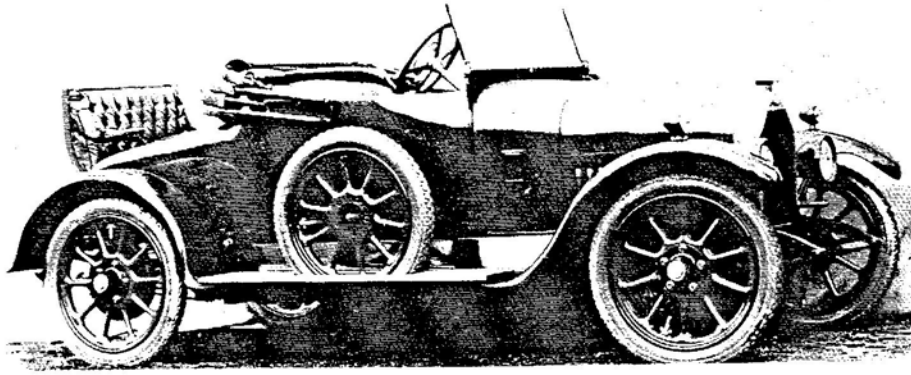


*TOP: The dickey is occupied in this rare 1915 Newey.*

*ABOVE: In this Castle-Three of c.1921 the dickey seems something of an afterthought.*

*LEFT: Possibly there is more in the dickey of this Bayliss Thomas than meets the eye!*





board dickey seat passengers and by some would-be passengers feeling demeaned by so doing.

The dickey had one great advantage, however. It did give ample undercover storage space for luggage, and it was lockable, if only by means of a simple carriage key. Open touring cars of the time often had folding luggage grids astern, but unless boxed or sheeted, luggage on them was exposed to dust and the weather, or pilferers, though the latter were less common in those more honest days. The better class of dickey-seated cars

provided luggage grids as well, but if the dickey was to have no human occupants, many an owner preferred to put his luggage therein.

Alas, it was all too easy a temptation to use the dickey as a dustbin. All sorts of impedimenta - the left-overs from picnics, tools that had not been properly restored to the tool box or tool roll - sculled around in the well of the dickey in a rattling and unsavoury heap. One wonders what a thorough inspection of the open dickey of the Bayliss Thomas and its beer-swilling crew in my photograph would reveal!

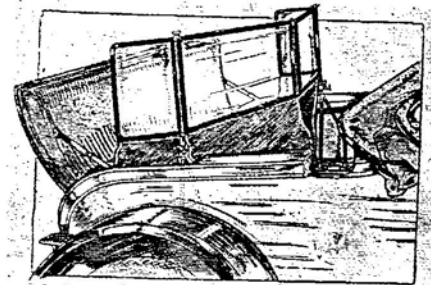
The small boy in the dickey of the balloontyred Wolseley sits high and exposed, and appears a little apprehensive. Perhaps he doesn't trust his father's driving and the absence of front brakes on this car.

How did the manufacturers themselves describe the dickey in promoting sales of their cars? Humber, always strong on the quality of their coachwork, wrote thus of their 12/25 open 2/3-seater and 7/4-coupe models in their 1926 catalogue: 'the two-seater open model possesses a very comfortably upholstered double dickey seat with arm-rests, the whole of which folds neatly into

the spacious boot when not required; access is gained by two stepping plates.'

Of their 8/18 model, the smallest in the range, they write in their 1925 brochure: 'The 2/3-seater is equipped with a well-upholstered dickey seat, complete with padded arm-rests', but in keeping with lower price and smaller size the upholstery was less generous than in the larger models and the dickey is said to be suitable for 'one adult or two children'.

It seems that, in general, manufacturers tended to gloss over the merits of their dickey-seat models. Perhaps with justification, as there is more to a car than a dickey-seat.

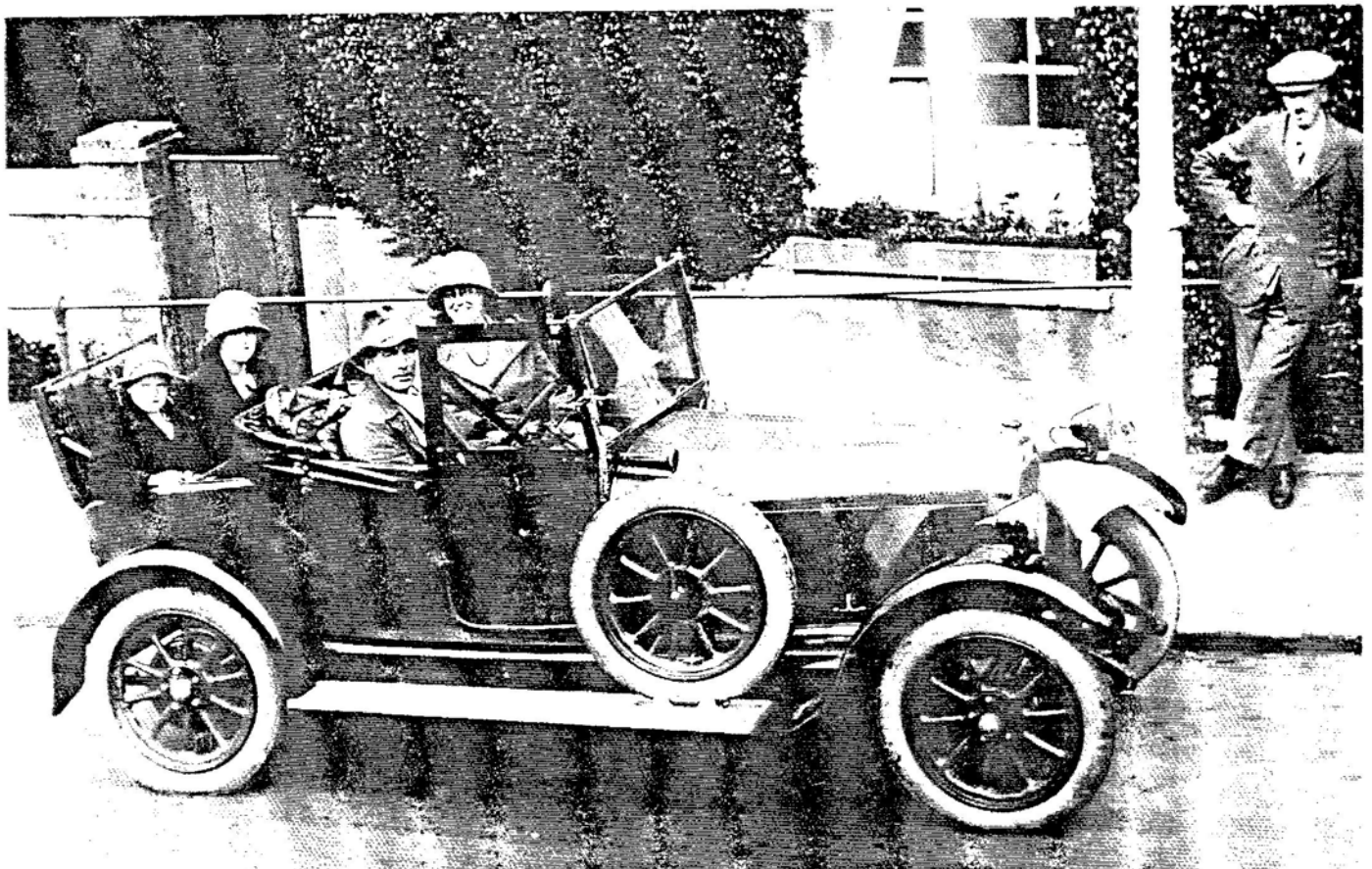


*ABOVE LEFT: Vintage Humber dickets were among the best appointed of any other than bespoke coachwork.*

*ABOVE RIGHT: Filial apprehension in a Wolseley of c.1925.*

*RIGHT: A windscreen for dickey seats - "affords the occupants full protection against wind and rain."*

*BELOW: Everyone looks happy aboard this Belsize of c.1925.*



# OLDER VEHICLES AND UNLEADED PETROL



## EXTRACT FROM AN INFORMATION SHEET

The following information was prepared in response to many requests from motorists with older cars wanting advice on unleaded petrol. It is difficult to give advice about specific vehicles. Owners will have to make up their own minds about the suitability of unleaded fuel for their engines. There are two factors to consider :-Exhaust Valve and Seat Metallurgy and Octane requirement.

### Exhaust Valve & Seat Metallurgy

With any car, care should be taken before using unleaded petrol to check that the exhaust valve seats are compatible with this type of fuel. If an unsuitable engine is operated continuously on unleaded petrol, valve seat erosion or "sinkage" can occur. This problem arises when valve seats are of inadequate hardness and resistance to oxidation at the very high temperatures (ie 750°C to 850°C) encountered in the exhaust valve region at higher engine speeds. In the absence of lead salts, (which are deposited in the exhaust valve seat region when the engine is operated on leaded petrol), erosion of the seat can take place. Inlet valves are rarely affected, because they operate at much lower temperatures.

Light alloy cylinder heads will have valve inserts fitted, but in older vehicles, these may not be hard enough at high temperatures to prevent erosion. Owners of such vehicles should check, if possible with the manufacturers, to discover which insert material was employed. Cast Iron valve seats, which were found in the majority of older vehicles are particularly vulnerable to corrosion. Where this happens, tappet clearances will be reduced, and the valves may be prevented from seating properly. This can result in burnt valves and poor performance. In serious cases of seat recession, the exhaust valves may become deeply pocketed, which can have expensive consequences.

The lasting solution to this problem is to fit the engine with exhaust valve seat inserts compatible with unleaded petrol, although in some vehicles this may be expensive to achieve. However, where this modification can be carried out, it will be an effective remedy allowing the long term use of unleaded petrol with no problems from valve seat corrosion.

There are at least two manufacturers of valve seat insert in the UK, (Brico Engineering of Coventry and TRW of Wednesbury) who can supply suitable valve seat inserts compatible with unleaded petrol. Brico material specifications would be XW 35 for use with "stellited" valves, or XW 13 for use with plain valves. TRW can, apparently, also supply "stellited" exhaust valves which are noted for hardness and corrosion resistance. A competent engine machining specialist must be entrusted with the work of fitting valve seat inserts, as this is a skilled job.

With very old vehicles of limited engine speed (e.g. less than 200 rpm) and low output, the problem of valve seat erosion may not occur because exhaust valve temperatures are low enough to prevent seat erosion from taking place. But it is important to understand that there is a risk of seat erosion taking place if unsuitable engines are operated continuously at higher engine speeds on unleaded petrol. Leaded petrol was not introduced until 1928 and so vehicles manufactured before this date would have been running on what was effectively unleaded petrol. Even so, unless it is positively known that an engine has metallurgy compatible with unleaded petrol it is wiser to use leaded fuel.

Cars manufactured around 1900 or earlier fitted with surface carburettors. Should continue to use the special narrow boiling range fuels which work best with such carburettors. These fuels are in reality industrial solvents, (two examples are SBP1 and SBP3), which contain no lead and the engines in which they are used generally run very slowly.

## Octane Requirement

Most owners of older vehicles will know that if fuel of an inadequate octane quality is used in a spark ignition engine, detonation or pinking can occur. At low engine speeds this may just represent an irritating noise. However, under high engine speed and load conditions, when pinking can be difficult to hear, it can cause damage to pistons. Unleaded petrol, the so-called Eurograde Premium, is of 95-96 octane quality. Normal "4 star" leaded petrol is 97-98 octane and leaded "2 star" is 92-93 octane. The high octane supergreen unleaded petrol is comparable with the leaded 4 star in octane terms.

As a general rule, the older the car, the lower its octane requirement is likely to be. For example, cars made in the nineteen twenties had compression ratios of about 5:1 to cope with the petrol at that time, whose octane quality was only about 65-70 octane and incidentally was unleaded. Certain pre-war supercharged cars may have higher octane requirements than would have been normal at the time, but in general, cars manufactured prior to 1960 are unlikely to encounter problems from inadequate octane quality, if operated with unleaded petrol.

"Classic Cars" manufactured since 1960 tend to have higher octane requirements, because vehicle manufacturers took advantage of the better fuel quality available. Petrol of 100 octane quality was widely available during the 1960's. For cars of this era, the octane quality of unleaded petrol may be of greater importance, although with the availability of high octane unleaded petrol, this difficulty can be overcome.

### Editors Note :-

I recently contacted a well known Jaguar Parts Supplier regarding an unleaded conversion for the MKII. To begin with the cost was £500. This was followed by a warning that there had been a lot of problems with blown pistons on converted XK engines, in fact there was claimed to be a shortage of pistons. The valve seats fitted to the standard XK aluminium head are quite hard and would last about 30,000 miles if run on unleaded fuels. "Think hard" was the advice, "how many miles are you going to do in the car?". "Don't rush to convert, leave it until the head requires attention". Food for thought, have any other members enquired about unleaded conversions. If you have any information on the "Fuel" debate we would be keen to include it in this magazine. Many thanks to club member Arthur Jones for supplying the data sheet.

*Steve M*



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ALL DAY  
EVERYDAY!**

First of its kind in the UK, Petrol Stations selling a new range of freshly cooked Southern Fried Chicken also Bakery in house, selling hot delicious pasties & pies, filled rolls and shop which confectionery, tobacco, electric & gas tokens, lottery tickets etc.....

**Try our delicious  
lip-licking, Southern  
Fried Chicken!**

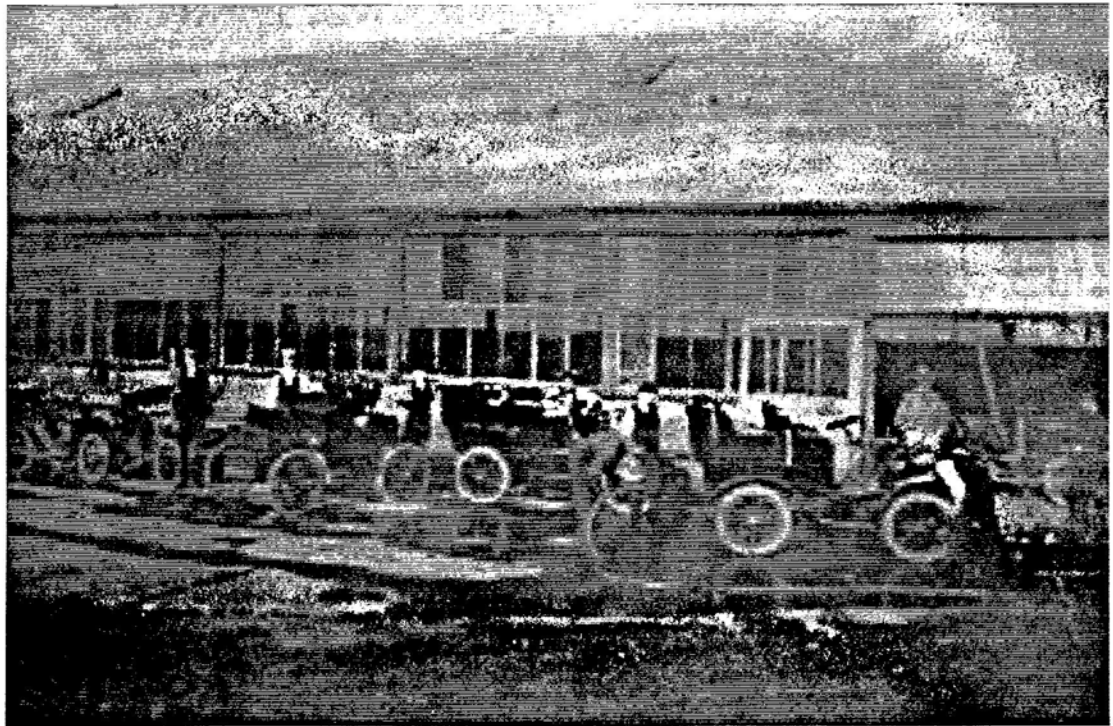
**ABERTAWE SERVICE STATION**  
1093 CARMARTHEN ROAD, SWANSEA  
**(01792) 411099**

Avoid inferior spirit  
as you would a trap,  
**USE ONLY**  
**"Shell"**  
**MOTOR**  
**SPIRIT**  
EVERY CAN SEALED

# Tyre Tracks

## George Ace of Tenby - Part Two

Motoring



Last month we left George Ace firmly established in Tenby selling De Dion Boutons and having acquired a large pre-fabricated corrugated iron building in which to accommodate customers' cars, and also sell those makes for whom he acted as agent. Surviving interior photos of the building, however, show that he continued to be an agent for a number of cycle companies - the business in which he first established himself in 1886 - including Triumph, Raleigh (for whom he was destined to remain an agent until the 1940s at least), Imperial, Rover, Humber, Elswick, Rudge Whitworth, Swift and Calcott - all companies which were destined to make both motorcycles and cars eventually. He was also agent for Palmer's Cycles, made by the Palmer's Shipbuilding & Iron Co Ltd of Jarrow on Tyne, and other posters advertise Ace Cycles, indicating that he was also building machines under his own name (or at least selling cycles made for him, under his own name).

A line-up of vehicles within the premises includes a De Dion Bouton tricycle of the type current in 1899/1900, towing an articulated wicker trailer in which two passengers could be accommodated; a vis-a-vis type De Dion Bouton of around 1901/2 in which the driver faced his passengers (!); two later rear entrance

tonneau De Dions; and an early primitive Werner motorcycle, with its engine mounted above the front wheel and driving the front wheel by twisted rawhide belting. Another tiller-steered car with what looks like a steam condenser at the front might well be an early steam car. Another photo shows the same vehicle being cleaned outside in the concreted yard.

Motor sport featured large in George Ace's private life and in his business from early days, and doubtless the publicity which resulted was seen as a valuable business aid - as, indeed, it



Story and pictures  
courtesy of  
MIKE WORTHINGTON-  
WILLIAMS

**GEORGE ACE, LIMITED**

MOTOR ENGINEERS AND AGENTS, CARMARTHEN.

(Agents for Tenby and surrounding districts)

Warranted -

**A. H. H.**

Warranted -

**H. J. H.**

**TRICYCLES, CARS, BICYCLES, MOTORCARS,**  
**AMPHIBIANS & TRAILERS (all types repaired)**

**GEORGE SPEEDY** (Light Car Motor, 2nd H.P., 1907) -  
18 H.P. Motor, 1907. 18 H.P. Motor, 1908.  
Motor Car 1909. 25 H.P. Motor, 1910.

- **WELLER AUTOMOBILE CLUB** (all classes) -  
at CARMARTHEN, 1st June 1911.  
18 H.P. Motor, 1907. 25 H.P. Motor, 1910.  
and 1911.

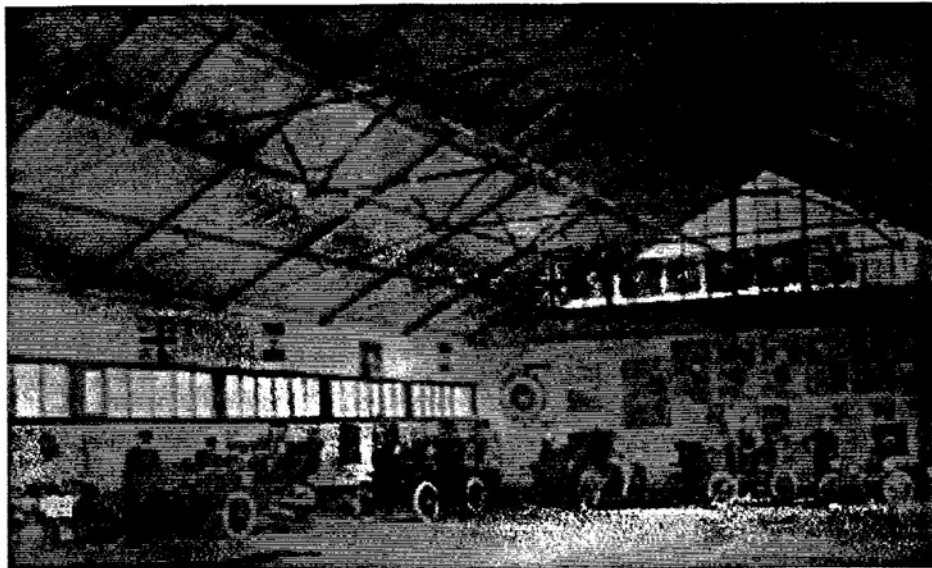
still is today. The large car we featured last month standing next to his Daimler in the Tenby premises is a 40hp Weigel, later destined to be owned by Captain D Hughes Morgan, a prominent Swansea timber merchant living in Talgarth. The Western Mail reported on 16th May 1908 that this car had been entered in the Cardiff Motor Club's hill climb at Rhubina that day.

George Ace was not competing in that event, but he was a member of the Cardiff-based South Wales Automobile Club in 1906, and in 1908 was on the Committee of the Swansea-based Welsh Automobile Club (WAC). He had left the Committee by 1911, but remained a member until the club was disbanded in December 1913. The WAC staged its first competitive event - a non-stop run from Swansea to Tenby - on 4th July 1906, and George Ace entered his own 16/20hp Beeston Humber four cylinder car. He was second car away from the start at the Tenby Hotel in Walter Road, Swansea, stayed twenty minutes in Tenby, and arrived back before the scheduled time of 2.30pm. His early arrival at the finish necessitated him keeping the engine running until that time, in order to avoid a penalty.

The WAC also organised a hill climb at Llangennech on 1st June 1907 in which George Ace entered a four cylinder Coventry Humber (Humber had two factories in those days, at Coventry and Beeston, Notts), coming 7th overall. Ten days later he entered the same 15hp car in a 134-mile trial, but was twenty minutes late at the Llandovery control due to a burst tyre. He was, therefore, not granted a non-stop certificate. He had also entered a 10-12hp Argyll in the same event, to be driven by one A J Reynolds, but this car was a non-starter. He had acquired the car from its previous owner, Mr A A Jones, on 3rd July.

The 1906 event from Swansea to Tenby and the entry of both Humber and Argyll cars in the later events reflected the fact that by this time George Ace had opened premises in Swansea as well as Tenby, and was an agent not only for Humber and Argyll but also Daimler, Rover and Talbot. His showroom in Swansea was at 64 Wind Street, and also housed his office and was his registered business address. He also, however, maintained a garage and works in St Helen's Road, opposite the hospital. These premises are still used as a garage, and were for many years the headquarters of C E M Day, the Ford main dealers, after Ace vacated them. Ace's trade plate CY A was issued to him by the County Borough of Swansea at the Wind Street address.

On 4th June 1908, the WAC organised another hill climb, this time at Philadelphia Hill, and although George Ace did not enter a car, he drove a 14hp Humber which had been entered by Colonel J W Williams. Later in the same year, a non-stop trial was held on 10th July to Aberystwyth, a dinner being held there before the competitors returned to Swansea the following day. Ace carried competition number 10, departed from Swansea at 9.14am, and completed the run without mishap.

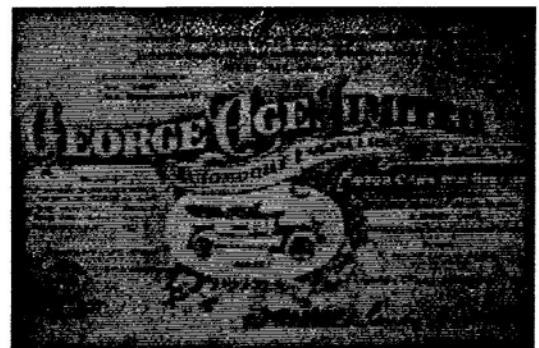


The following year on 24th June 1909, the Pembrokeshire Automobile Club held the first-ever event at Pendine, despite the Welsh Automobile Club's claim to have 'discovered' this venue. A good entry of both cars and motorcycles were attracted to the event, and in the scratch race, George Ace's 38hp sleeve valve-engined Daimler beat W J Tombs driving a 15hp Deasy. However, on handicap, Ace was defeated by H A Jones-Lloyd's 12/16hp Talbot. Five miles of firm, smooth sand were available at Pendine, but for this event only about half of this stretch, albeit 150 yards wide, was used.

The Welsh Automobile Club, in conjunction with the Motor Union (who later merged with the AA) staged nearly a week of motoring events in Swansea and district from the 14th - 18th July 1909. They played host to members of the Ligue Internationale des Associations Touristes (LIAT). George Ace contributed five guineas to the hospitality fund, and at the main event of the week - speed trials at Pendine - he entered a Deasy in the 30-40hp class, and a Daimler in the 40-50hp class. Two years later, on 1st July 1911, the WAC held their second hill climb on the Black Mountain near Llangadog. George Ace was again a competitor, fielding a long low Humber in the trade class.


Not only was George Ace prominent in advertising his wares and his business by means of competition, he also recognised early on the need for business communication. His telephone number - Tenby 2 - indicates that he was the second subscriber in the area, and the business retained this number right up into the 1950s.

We'll follow George Ace's fortunes in the Twenties and Thirties next month. Meanwhile, sincere thanks to John Carter of Amroth and Mike Evans of Dunvant for information and illustrations used in this series.



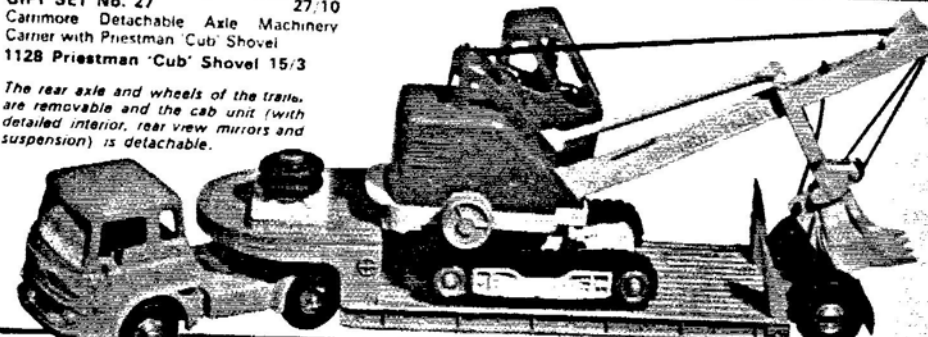
Opposite page, top: De Dion Boutons - both tricycles and cars - being cleaned outside George Ace's garage at Picton Terrace, Tenby. Bottom: A George Ace advertisement in the South Wales Daily Post for 10th June 1907. Competitions feature largely in this. This page, top: The interior of the same building. A poster on the back wall celebrates the coronation of Edward VII, which dates it about 1902. Bottom: An elaborate letter heading for 1919. 1896 relates to the limited company. Note that the Swansea address is crossed out.

<b>MINI-COOPER</b> 249 Mini-Cooper De-Luxe 5/- With wickerwork sides and boot rim, jewelled headlights, detailed interior and suspension. 2 1/4 inches 73 mm.	<b>FORD</b> 440 Ford Consul Cortina Estate 8/- With opening tailgate, detailed interior, jewelled headlights, plated fittings, golfer, caddy, golf bag on trolley and suspension. 3 1/2 inches 95 mm. 491 Ford Consul Cortina Super Estate Car 5 9 As 440 but with- out figures and golf bag on trolley	<b>JAGUAR</b> 238 Jaguar Mk 10 Saloon 7/- With opening bonnet, detailed engine, opening boot with luggage, twin jewelled headlights, detailed interior and suspension. 4 1/4 inches 108 mm.	<b>AUSTIN</b> 236 Corgi Motor School Car 5/7 With roof-sign operated steering, detailed interior with driver and instructor, and suspension.
<b>BRITISH            MOTOR CARS</b>			




**GIFT SET No. 27** 9 1/2 inches 241 mm.  
 27/10  
 Carrmore Detachable Axle Machinery  
 Carrier with Priestman 'Cub' Shovel  
 1128 Priestman 'Cub' Shovel 15/3

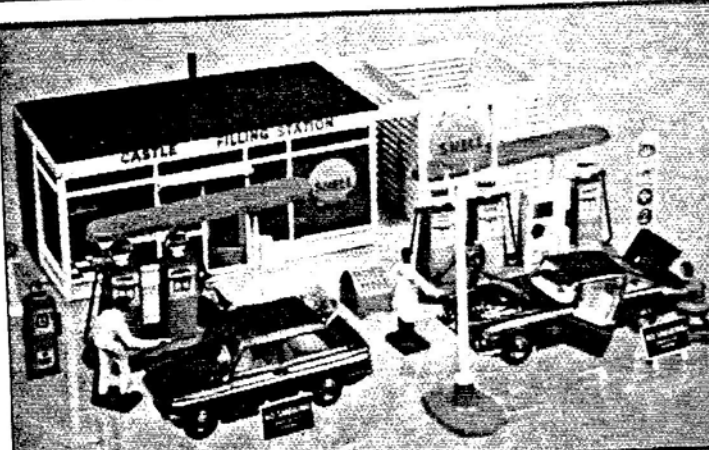
The rear axle and wheels of the trailer, are removable and the cab unit (with detailed interior, rear view mirrors and suspension) is detachable.



The complete operating sequence of this excavator is reproduced in detail simply by turning the knob on the side of the cab you can dig, lift and discharge the load—all in one continuous operation. The cab turns through a complete circle and moves along on its own rubber tracks. Fully extended length 6 1/2 inches 165 mm.




**CORGI TOYS**  
TRADE MARK REGISTERED



608 Shell B.P. Service Station 5/-  
 The latest design in Shell and B.P. Service Stations Kit includes Shell and B.P. Transfers. Length 9 inches 228 mm.

609 Shell B.P. Forecourt Accessories 5/-  
 Includes all the items found in the forecourt of a modern service station. Kit includes both Shell and B.P. transfers.

1505 Garage Attendants 2.6  
 A set of 6 figures as illustrated in the garage scene on the left. Average height 1 1/2 inches 43 mm.



602 R.A.C. & A.A. Telephone Boxes 2/6  
 With opening doors and detailed interiors.

## Corgi is 10 years old

Corgi Toys entered the juvenile world via the 1956 British Industries Fair, at which venue surprisingly few wore short flannels. Trumpeted on the seductive yellow and blue boxes as 'the ones with windows' (they were the UK's first fully glazed diecasts), early Corgis replicated contemporary British cars and commercials: Some models were available - for a while - as noisy 'push and go' motorised variants.

## CHILD'S Play

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

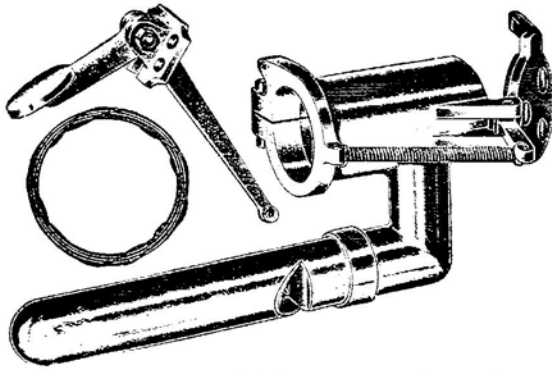
The newcomer's instant success irritated hitherto monopolistic giant Dinky Toys: a manufacturers' conker-battle ensued, with the nation's pocket-money (typically two bob a week) the prize. Competition stimulated invention

and soon Corgis and Dinkys bristled with extras: opening doors, bonnets and boots, detailed engines and interiors, tilting seats, jewelled headlights... in 1964, sensationally, the Ghia L6.4 (at the pumps, picture above) boasted all these features -

plus a horrid little plastic corgi on the back seat. The above pages are reproduced from Corgi's 10th Anniversary (1966) catalogue, slimly tailored to fit your blazer pocket. By this point, simple rug-motoring accompanied by throat-scouring engine noises was seen as passé by Corgi's marketing: expensive scenarios were encouraged with gift sets and road-and track-side buildings assembled from kits. The 10-year-old impecunious purist suffered, but the 10-year-old company's coffers were never fuller.

## WHISTLES—Exhaust.

The "PARIS EXPRESS"  
No. 1, Single  
Note Exhaust  
Whistle and  
Valve  
Combined.



BLOWS AT ALL  
SPEEDS.

LOUD AND  
CLEAR.

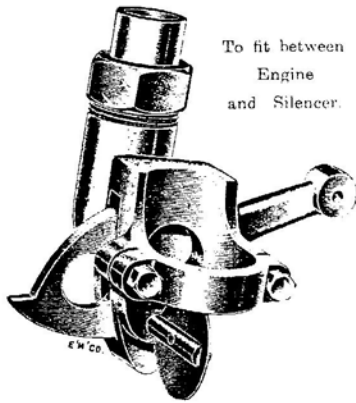
CAST IN BRASS

HIGHLY  
FINISHED.

Price complete with Pedal and Wire, as illustrated.

XW450	For 1 3/4" Pipes	...	...	...	£1 3 6	Polished Brass
XW451	" 1 1/2" "	...	...	...	1 8 0	" "
XW452	" 2" "	...	...	...	1 10 0	" "

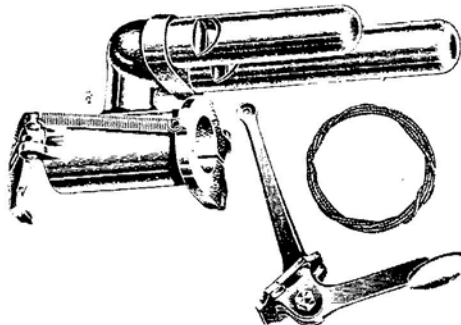
## THE "DREADNOUGHT" 3 NOTE SYREN.



To fit between  
Engine  
and Silencer.

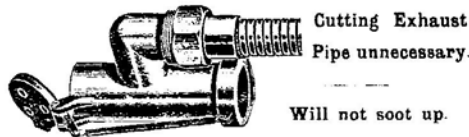
Fits in a place where it can be heard.  
Loud, Clear, and Musical

Size One-Fourth.	PRICES—	For Pipes up to 1 3/4 in.			1 3/4 in.			2 in.					
		£	s.	d.	£	s.	d.	£	s.	d.			
XW456	3 Note Syren, Valve, pedal and wire, plated ...	...	...	...	3	4	0	3	8	6	3	11	6
XW457	" " " " " " polished brass ...	...	...	...	3	0	0	3	4	6	3	7	6



## The "PARIS EXPRESS." 2 Note Exhaust Whistle.

SIZES	PRICES—	Polished Brass	
		£	s. d.
XW453 ... 1" to 1 1/4"	...	34	6
XW454 ... 1 1/4" to 1 3/4"	...	38	-
XW455 ... 1 3/4" to 2"	...	41	6



Will not soot up.

● A Chinese cyclist in Oxford was dismayed at the near misses from traffic as he cycled through the streets. The police subsequently discovered he was cycling in the wrong direction in the mistaken belief that the 2.5 inch gap between yellow lines was the cycle lane.

● Police speed traps in America at the turn of the century often involved stretching a rope across the road to stop offenders. Mayors of towns along Chicago's North Shore found that even this was not sufficient: wire cables had to be substituted for hemp ropes because "the more determined offenders ... fitted scythe like cutters in front of their machines, which made short work of such ropes".

● Between 1891 and 1895 William Steinway, the famous piano maker, made Daimler engines under licence in his Long Island factory.

● An eminent Victorian doctor, Sir Henry Thompson, BART. F.R.C.S., M.B. (London), wrote "The easy jolting which occurs when a motor car is driven at a fair speed over the highway conduces to a healthy agitation ... it aids the peristaltic movements of the bowels."

● Austin Sevens were made in Japan and were called Datsuns.

● Lamborghini, world famous makers of supercars, began their manufacturing career in 1948 making tractors.

● The wooden fascia of the Rolls Royce Silver Spirit is termite proof.

● The Dunkley Company produced one of the most unusual motor appliances ever seen. The Pramotor was an engine designed to motorise prams. The 1924 version had one gear and no clutch or kickstarter so bump starting the pram was necessary.

● 251 cars were stolen in London during 1923.

● In 1979 Hollywood stunt man, Stan Barrett reached 739 m.p.h. in a three-wheeled rocket car. For extra boost he used a Sidewinder missile which was fired when he was already doing 612

Right, A fine Frazer-Nash (survivor, surely?) rests during practice for the 1954 British Grand Prix meeting at Silverstone. But what on earth is that thing behind it? Presumably JGK 810 is a Jeep-derived woodie, but we're not too sure.

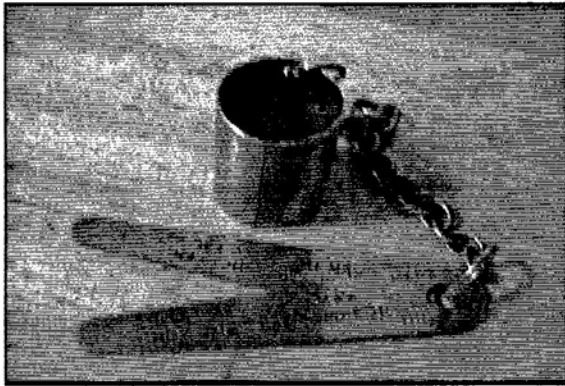
Note what must have been a brand new Ford 100E Prefect with, for some, a mouthwatering number plate, plus an Aston Martin DB2/4 behind it. In the far right is a Morris MO Oxford, and next to that a Mercedes 300, unusual in days when people still carried strong memories of the war.



## Tools & Gadgets

Here are a couple of very useful little gadgets. First a tool that makes setting points very quick and easy.

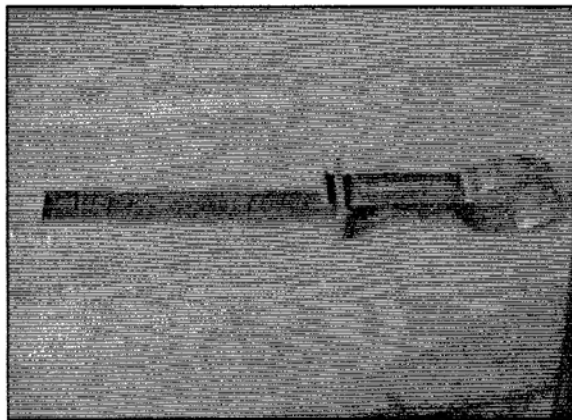
Manufactured by Remex it is a spring steel tube with a slit on one side and two over size feeler gauges. To set points the rotor arm is removed and the spring steel tube is placed over the distributors cam so that the moving contacts arm rest on it. This makes finding the high spot on the camshaft unnecessary. The over size feeler gauges compensate for the thickness of the tube and the points can be set in the normal way at either .010/.012 or .014/.016 thou.



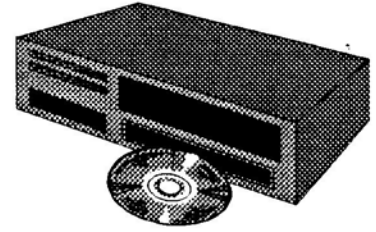
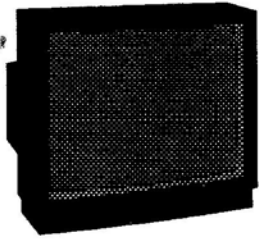
Remex point setting tool .For quick and easy point setting.

Whilst on the subject of points here is a Nubo ignition emery file to clean up the contacts. It is made of spring steel and has a small clamp to hold a piece of emery cloth in place. The emery cloth is wrapped around the shaft a couple of times clamped into position and then inserted between the contacts. The tool can also be used as a file to get into awkward place or for fine polishing.

Nubo ignition emery file







# A.M.S. Electronics

Reconditioned T.V., Video, Hi-Fi, Satellite, Etc. All work with warranty.

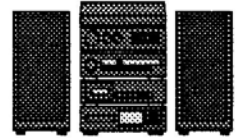
Sega, Nintendo, Playstation, Etc. Bought, Sold & Exchanged.

Full Repair Service, Including FREE Estimates.

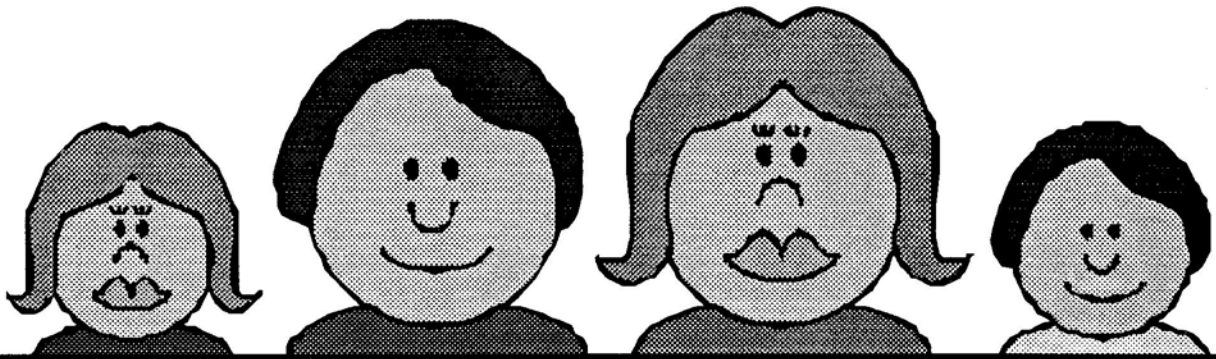
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10% discount available to all S.H.V.R. Members.

Tel - 01559 362900



Bradford House, King Street, Llandysul, SA44 4QN



## THAT'S NOT MY JOB !!

This is a story about four people named :- Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realised that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done !!.

## SHVR SUNDAY LUNCHTIME RUN MARCH 22<sup>ND</sup>

This month's Sunday Lunchtime Run is on March 22<sup>nd</sup>, which is Mothering Sunday, so it's time to take mum out for lunch in your old car. We will need to provide advance warning on numbers due to it being "Mum's Day", so please ring Christine Broughton on 01269 870283 if you intend to go. The run will start at Pont Abraham around 11.30, (there always seems to be time for a chat over coffee). There will be a short run (under 1 hour) to our final eating place which will be the Pontardawe Inn. So don't delay, make your SOS (Scoff On Sunday) telephone call to Christine Broughton.

# SHVR 1998 EVENTS DIARY

DATE	EVENT DETAILS	CONTACT
<b>MARCH 1998</b>		
Sun 1 <sup>st</sup> March	SHVR Sunday Lunch Run	Alan Broughton 01269 870293
Sun 8 <sup>th</sup> March	Malvern Autojumble	
Mon 16 <sup>th</sup> March	SHVR Club Night Murton Rovers	
Sun 22 <sup>nd</sup> March	SHVR Sunday Lunch Run	Alan Broughton 01269 870293
<b>APRIL 1998</b>		
Mon 13 <sup>th</sup> April	Pontardulais 3 <sup>rd</sup> Easter Bonnet Run	Steve Thomas 01792 882382
Mon 20 <sup>th</sup> April	SHVR Club Night Murton Rovers	
Wed 29 <sup>th</sup> April	SHVR Evening Run	Alan Broughton 01269 870293
<b>MAY 1998</b>		
Mon 4 <sup>th</sup> May	SHVR Singleton Show	Alan & Chris Broughton 01269 870293
Sun 10 <sup>th</sup> May	Pencoed Classic Car Show	Lyn Harcombe 01656 659767
Mon 18 <sup>th</sup> May	SHVR Club Night Murton Rovers	
Mon 25 <sup>th</sup> May	Penparc Cardigan Vintage Show	Ancirin Williams 01559 370785
Wed 27 <sup>th</sup> May	SHVR Evening Run	Alan Broughton 01269 870293
Sun 31 <sup>st</sup> May	Bus & Coach Barry Island	Gwyn Bowen, 12 Carlton Terrace, Troedrhwi, Merthyr Tydfil, CF48 4EP
<b>JUNE 1998</b>		
Sun 7 <sup>th</sup> June	Teddy Bear Picnic, Pantyderi, Boncath	Mr & Mrs B Lloyd 01239 841363
Sun 7 <sup>th</sup> June	Caldicot Castle Rally	Steve Denning, 9 Millfield Park, Magpr, Newport NP6 3LF
Sun 7 <sup>th</sup> June	Picton Field Haverfordwest	Anita Williams 01646 600455
Sun 15 <sup>th</sup> June	Jaguar Racing Day SHVR Barbecue Pembrey	Steve Mitchell 01558650620
Mon 15 <sup>th</sup> June	SHVR Club Night Murton Rovers	
Sat 20 <sup>th</sup> June	Skewen Show & Carnival	Dean Richards 01792 812235
Sun 21 <sup>st</sup> June	Picton Castle Car Show	Mr & Mrs B Lloyd 01239 841363
Sun 21 <sup>st</sup> June	Swansea Festival of Transport 	Ashley Lovering
Wed 24 <sup>th</sup> June	SHVR Evening Run	Alan Broughton 01269 870293
Sun 28 <sup>th</sup> June	SHVR Castles Run	Mike Palmer/Steve Mitchell
<b>JULY 1998</b>		
Mon 20 <sup>th</sup> July	SHVR Club Night Murton Rovers	
Sun 26 <sup>th</sup> July	Scolton Manor Vintage Show	Tony Allen 01646 651240
Wed 29 <sup>th</sup> July	SHVR Evening Run	Alan Broughton 01269 870292

# SHVR 1998 EVENTS DIARY

DATE	EVENT DETAILS	CONTACT
<b>AUGUST 1998</b>		
Sat/Sun 1 <sup>st</sup> /2 <sup>nd</sup> Aug	Groesfaen 19 <sup>th</sup> Annual Rally	Mary Merritt 01222 890719
Sat/Sun 1 <sup>st</sup> /2 <sup>nd</sup> Aug	Rawton Show, Gloucester	Paul Smith, 01242 577853
Sun 2 <sup>nd</sup> Aug	Milford Marina	Gerald Evans 01646 692911
Sun 16 <sup>th</sup> Aug	Gnoll Car Show Neath	Dean Richards 01792 812235
Mon 17 <sup>th</sup> Aug	SHVR Club Night Murton Rovers	
Wed 26 <sup>th</sup> Aug	SHVR Evening Run	Alan Broughton 01269 870293
Sat 29 <sup>th</sup> Aug	SHVR College Run	Steve Mitchell 01558 650620
Sun 30 <sup>th</sup> Aug	SHVR Abertawe Tour & Mountain Gate Gathering	Mike Palmer 01792 203638
Mon 31 <sup>st</sup> Aug	Orllwyn Teifi Vintage Show	Derrick Davies 01559 370885
<b>SEPTEMBER 1998</b>		
Sat/Sun 5 <sup>th</sup> /6 <sup>th</sup> Sept	Beaulieu Autojumble	
Sat 5 <sup>th</sup> - Mon 14 <sup>th</sup>	SHVR Tour Of Brittany	Steve Mitchell 01558 650620
Sun 13 <sup>th</sup> Sept	Pontardulais Vintage Show	Steve Thomas 01792 882382
Sun 20 <sup>th</sup> Sept	Tredegar House 19 <sup>th</sup> Rally	Mandy Womack 01633 895145
Mon 21 <sup>st</sup> Sept	SHVR Club Night Murton Rovers	
Sun 27 <sup>th</sup> Sept	Swansea MG Club 3 <sup>rd</sup> Beacons Run	Robin Jones 01792 419780
Wed 30 <sup>th</sup> Sept	SHVR Evening Run	Alan Broughton 01269 870293
<b>OCTOBER 1998</b>		
Sat/Sun 3 <sup>rd</sup> /4 <sup>th</sup> Oct	Malvern Autojumble & Static Show	Dave Channing
Sat/Sun 10 <sup>th</sup> /11 <sup>th</sup> Oct	SHVR Autumn Weekend & Irish Visit	Mike Palmer 01792 203638 Steve Mitchell 01558 650620
Mon 19 <sup>th</sup> Oct	SHVR Club Night Murton Rovers	
Sun 25 <sup>th</sup> Oct	SHVR Sunday Lunctime Run	Alan Broughton 01269 870293
<b>NOVEMBER 1998</b>		
Sat/Sun 7 <sup>th</sup> /8 <sup>th</sup> Nov	Classic Car Show NEC	
Mon 16 <sup>th</sup> Nov	SHVR Club Night Murton Rovers	
Sun 22 <sup>nd</sup> Nov	SHVR Sunday Lunchtime Run	Alan Broughton 01269 870293
<b>DECEMBER 1998</b>		
Mon 21 <sup>st</sup> Dec	SHVR Christmas Buffet Murton Rovers	

(Compiled By Gerry Lloyd, Mike Palmer & Steve Mitchell)

# OLD COMPETITIONS GONE BY

Club member Neville Pugh from Haverforwest sent us news of a Spring Shopping Competition held by "David Evans" store in Swansea. The first prize being an Austin 7. We are just a bit too late to enter now !!

## Competition Rules

1. Competitors must indicate on the space provided overleaf, the total Aggregate Tonnage of the EXPORTS and IMPORTS of the Swansea Docks for the Four Weeks ending 4<sup>th</sup> June 1933. Space is also left to indicate the division into Imports and Exports for the same period. These latter figures will not be considered except in the event of a tie between two or more Competitors. In the event of a further tie, the correct Competitors will be asked to accept a ballot to decide the winner.

In the event of a tie, Consolidation Prizes will be awarded for correct Forecasts.

2. Entry is Free. An Entry Form will be supplied to each customer spending 1s. And over, and there is no limit to the number of entries, provided they are made on the Official Entry Form. Every entry must be stamped by the Company's Cashier to prove that it is a valid entry.

3. After the form has been filled in it must be placed in the box provided for the purpose in the store.

4. The prize will be awarded to the customer who forecasts the correct Tonnage or in the event of no one being correct, the nearest to the official figure. (See also Rule 1.)

5. No responsibility will be accepted for any entries lost, mislaid, or delayed. The decision of the Company's Auditors on all matters is final and legally binding. An acceptance of this rule is condition of entry.

6. Employees of David Evans Store or any member of their household will not be permitted to compete.

7. In no circumstances may any competitor enter into correspondence with the Company in connection with the Competition.

Closing date will be at the end of April.

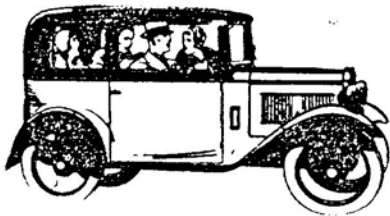
**SAUNTER THROUGH THE STORE AS  
A HABIT.**

**DAVID EVANS AND COMPANY  
(SWANSEA) LIMITED.**

## "David Evans" Store, Swansea

### SPRING SHOPPING COMPETITION ENTRY FORM.

#### PRIZE OF AN AUSTIN SALOON CAR.



Supplied by Messrs. Fletcher's Garages Ltd., and shown Daily in the Windows of the "David Evans" Store.

Here is a novel Competition in which all customers spending 1s. and over have the opportunity of winning a big prize. The prize will be awarded to the one who most accurately forecasts the Tonnage of IMPORTS and EXPORTS of the Swansea Docks for the Four Weeks ending JUNE 4th, 1933.

To help in your forecast, the David Evans Store append the Imports and Export Figures for last year. Will these figures be increased this year? We hope they will. The figures are based on Tonnage in 1932. The Imports and Exports were:—

#### Swansea Docks Imports and Exports in 1932.

For 4 Weeks ending—	Imports	Exports	Aggregate
April 10th .....	69,851	328,143	397,994 tons
May 8th .....	59,139	412,991	472,130
June 5th .....	81,815	377,021	458,836

My Estimate of the IMPORTS AND EXPORTS of the Swansea Docks during the four weeks ending June 4th, 1933:

Aggregate .....

Imports.....

Exports.....

I agree to accept as final and legally binding the decision of the "David Evans" Store Auditors on all matters.

Signature .....

Address.....

DAVID EVANS AND COMPANY (SWANSEA) LTD.  
March 1933.

P.T.O.

COMMERCIAL CONSUMER'S INVOICE.

No. H 72188

21/4/26 192

DEPOT.

M. *Richard May Hulford Horn*

Bought of ANGLO-AMERICAN OIL Co., Ltd.

Some interesting petrol/oil receipts

sent in by Neville Pugh.

They are dated 1926 and perhaps 1951.

B. & R.—Form O4 C

8	PRATT'S PERFECTION @	1/6	12	0
	PRATT'S <del>PERFECTION</del> GASOLINE "			
	"			
4	CANS "	7	12	0
	Total ...		1	4
	Less.....Cans Returned @	7	12	0
	Balance due Anglo ...		1	2
	Balance due Customer ...			

Received Goods

Received Payment

2d. Stamp required for amounts of £2 and over.

Customer.

Driver.

Sales of Motor Spirit are made in accordance with Conditions stated on the back of this Invoice.

INVOICE.

L 22541

To prevent mistakes, customers are requested to compare quantities and amounts on their White Tickets with the quantities and amounts on the Yellow Tickets kept by Driver

M. *Richard* 16/4/51 19

*Ernest Hulford Horn*

Bought of ANGLO-AMERICAN OIL Co., Ltd.

TERMS CASH.

DEPOT.

GALLONS.	GOODS.	PRICE.	AMOUNT.
	"WHITE ROSE" OIL.....		
5	"ROYAL DAYLIGHT" OIL.....	11	4 7
	ANGLO'S VAPOURISING OIL.....		
	Total ...		4 7

I received by

Received payment

*E. Hook*

DRIVER.

Any Driver accepting gratuities will be discharged. Keep this receipt on file.

● In 1965 Liverpool Road Safety Office officially listed the mini skirt as a road safety hazard.

● In contravention of a bye-law, a man was fined 4/6 (22½p) for smoking while sitting in his car. The year was 1899.

● In 1938 a British motorist with £700 to spend could choose from over 400 different cars of about 70 different makes ranging from the Austin Seven at £112 to the 23.8 h.p. Talbot at £695.

● Cadillac, America's premier car company, derives its name from the French explorer who founded Detroit.

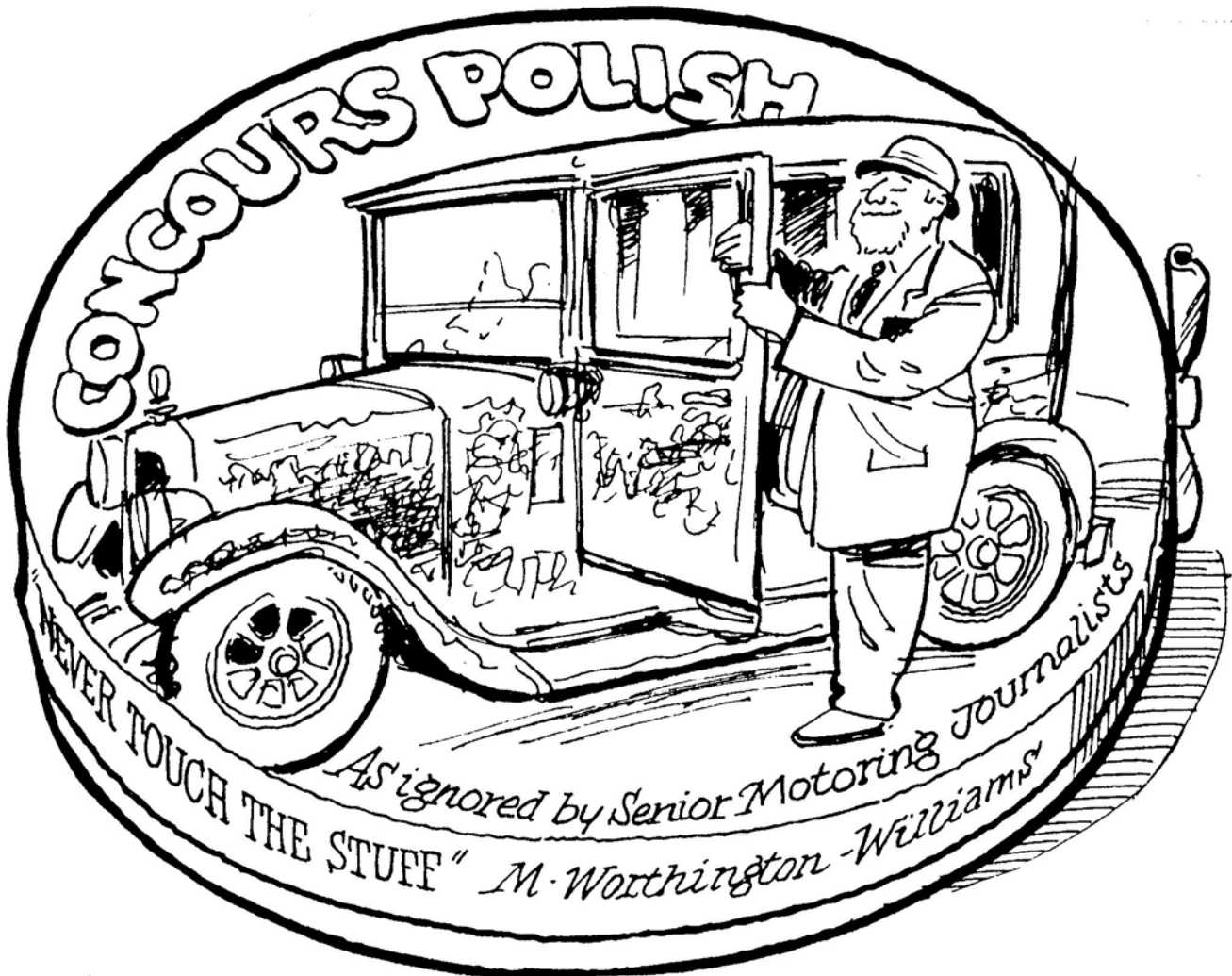
● The Alfa Romeo company badge, seen on all their cars, is composite of the City of Milan Coat of Arms with its cross of St. George and the Arms of the Sforza family of Milan depicting a snake swallowing a child.

RIGHT: A final tug ensures that the tarpaulin is secure on the Scammell Fourtrak trailer, towed by a 1962 AEC Mercury tractor. This shot was almost certainly taken at Redburn's depot, (given away by the cab in the background) unless, of course, this was a 'convoy'. The Mercury was a long lived vehicle and represented quite an advance in truck design, featuring five speed synchromesh transmission and a top speed of over 40 mph at its inception in 1953.





*Ted Purcell sent us this newspaper cutting from the "Pontardawe Fibber", a publication that has 8 copies a week. Ted reliably informs us "That's one for each day !!". Sounds like Ted is in need of a holiday in Ireland !!. The question is :- What's Mike WW doing with that rose ?.*



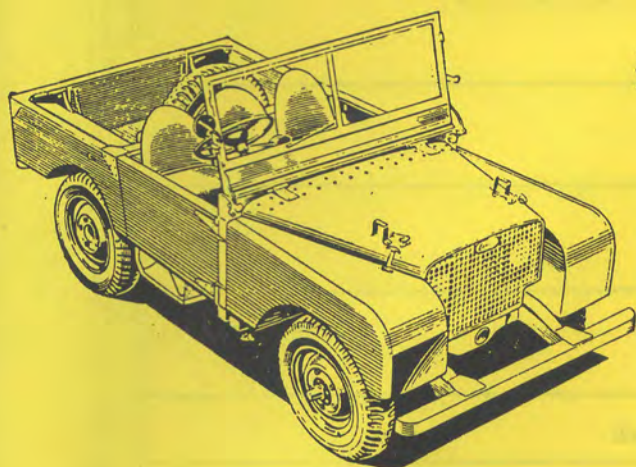
*Editors Note :- "We at SHVR are not the only ones who bestow awards to people for the tender loving care and attention they give to the paintwork of their oldies. Mike WW's own magazine "Classic Car Mart" has also taken notice of Arthur through a cartoon by CCM's Brian Reading".*

## LONDON CLASSIC CAR SHOW



Steve Pearson is organising a trip to the London Classic Car Show on the 22<sup>nd</sup> March. The cost will be £25 per head which includes entry and transportation. If you are interested, please contact Steve as soon as possible so that he can book the minibus/coach and arrange tickets. There may be some spaces left.

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



## FOR SALE

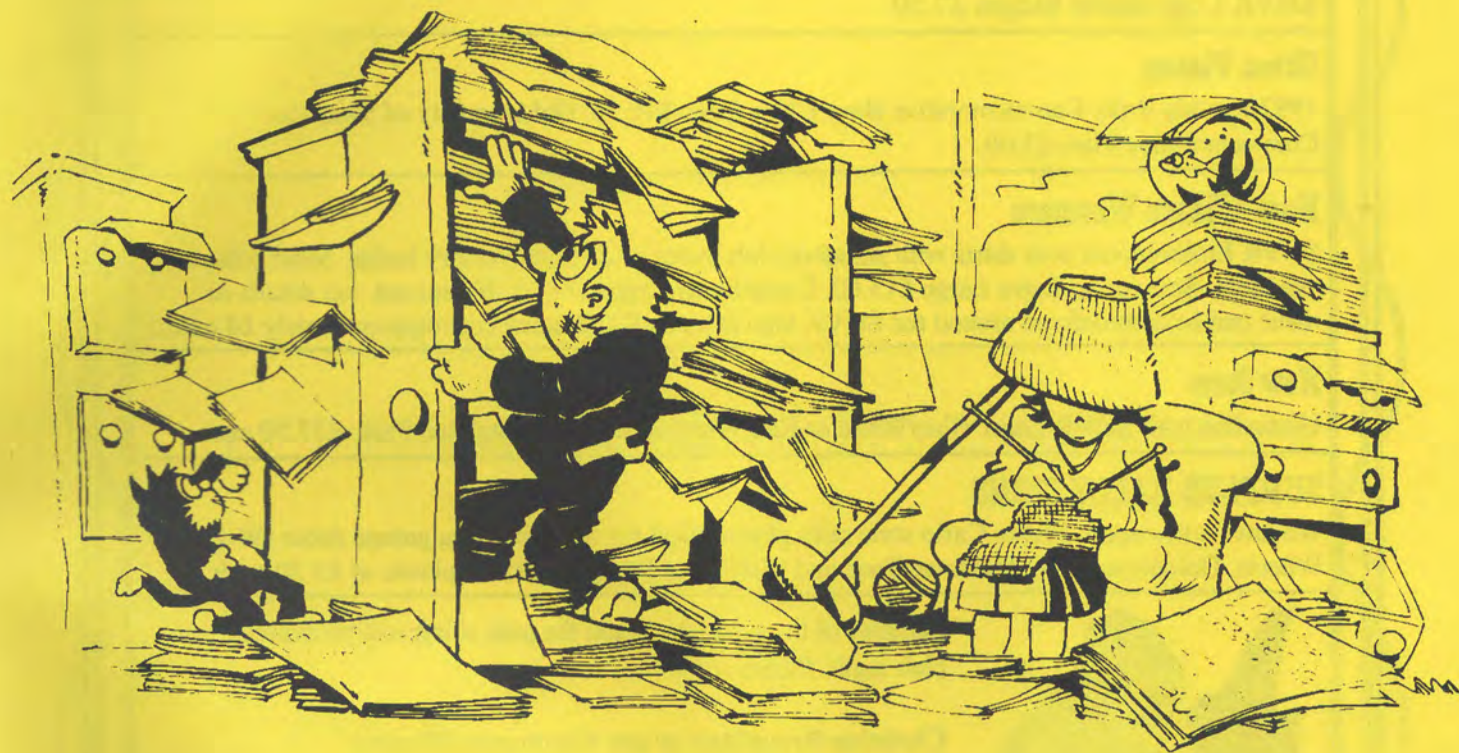
Land-Rover Series 1 LWB 1958. For restoration £300.

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

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

2 Land-Rover Series 1, 86 inch 1954/1955, one part restored, one spares. Hard and Soft Top. £80 for both.

Please ring Phil Kingdom on 01834 814287.



Mike Palmer :- 10 Carnglas Avenue, Sketty, Swansea, SA2 9JG.

Steve Mitchell :- "Tyn-Y-Lan", Porthyrhyd, Llanwrda, Carmarthenshire, SA19 8PB.

## 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.

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

SHVR Embroidered sweatshirts with standard club badge or 20<sup>th</sup> anniversary badge. Most colours available. We have gone for good quality sweatshirts hence the price. Sizes up to Extra Large £17.00. Extra/Extra Large £18:00. If required, car details or name can be embroidered around the SHVR logo at a small additional cost (approximately £4 extra).

### Head Gear

Baseball Caps with SHVR embroidered logo £7.00.

### 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 20<sup>th</sup> 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.