

# S.H.



# V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER  
20 YEARS SERVING THE ENTHUSIAST



Edited & Compiled by Mike Palmer, Mike Evans, Gerald Gill, Steve Mitchell.

## CONTRIBUTIONS TO THE MAGAZINE

We are always looking for articles and snippets of information for the club magazine. If you have any news or details of shows we have not included in the events list, or want to sell a car or memorabilia: Please contact Mike Evans on 01792 206686 (phone or fax), Steve Mitchell on 01558 650620 (phone) and 01558 650107 (fax) or Mike Palmer on 01792 203638 (phone).

## MAGAZINE DEADLINE

Printing and editing constraints have dictated that the deadline for submission of articles for the Club Magazine will be 10 days prior to each club night.

## SHVR OFFICERS

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

## SHVR COMMITTEE

Alan Broughton -	01269 870293
Christine Broughton -	01269 870293
Bill Radford -	01792 649168
Johnny Howells -	01792 425645
Tony Vaughan -	01792 366640

## PRESIDENT

Johnny Thomas - 01267 290215

## PATRON

Ray Legate - 01923 827551

## FOR SALE

1975 Alfa Romeo GT 2 Litre. F.S.H. Taxed & Tested. Excellent Condition £4,000.  
Tel :- 01639 845101.

## WANTED

Old Motor Club Badges. Phone Mike Palmer on :- 01792 203638

## INTER CLUB QUIZ

The Swansea Motor Club is arranging another inter club quiz to take place on Wednesday 14<sup>th</sup> May at the Merton Rovers Football Club. We need to raise a team or two teams to represent SHVR. If anyone is interested please contact

M.J.E.

Below: The Norlow scooter of 1919. Professor Low in R.F.C. uniform. He also designed a motorcycle, gyro balanced, with 4-cyl. 2-stroke engine and shaft drive.



## TRIP TO CLASSIC & SPORTS CAR SHOW

Our member, Wyndham Rees, from Crymych, is running a trip to the NEC for this Show on May 3rd.

The coach will pick up on the M4 at the various services, and the fare will be £8.

Please ring him on 01239 831267 to make your reservations.

## THE THOUGHTS OF CHAIRMAN MIKE

Only a couple of weeks to go now to our Mayday show in Singleton. The main licking and sticking bit has now been done with only a couple of fires with Alan B smoking his pipe and licking and sticking simultaneously. This is a wondrous procedure which could well be the subject of a University Thesis. We have sent out over 600 replies to date so it promises to be every bit as good, if not better than last year. The only thing we cannot control is the weather, and that is not from the want of trying. Ian Hamilton-Shaw and myself have been busy again this year putting posters and banners on anything that stays still long enough for us to pounce, "this includes the backs of buses !!".

This year's programme is being put together by the Evening Post on similar lines to last year's supplement by the Western Mail. This will take the form of an eight page programme free in Friday 2<sup>nd</sup> May's Evening Post. These will also be given out free at Singleton Park Show on the Mayday Monday. The response from companies wishing to participate in the main arena attraction, (again this year being "It's a Knockout"), has been amazing. Last year we struggled to get 12 teams, this year we have 15 teams and sadly have had to turn some away, so there will be plenty of entertainment for all the family. Now the important factor "**HELP ON THE DAY**" !! We still need help marshalling, so come on all you members, lets have some help (contact me on 01792 203638 with you offers !!).

Along with all the entries being returned for Singleton, we are having an excellent response to future road runs being planned. I now have over 60 interested entrants for each event. Thank you for returning the forms promptly, this makes the organisation a lot easier.

Last month's club night was a huge success with Mike WW giving one of his excellent slide shows on "finds and discoveries". Well done Mike and many thanks from S.H.V.R, it's great to see you back on form after last year's "fright".

We are still having a healthy influx of new members. It is very gratifying to think that S.H.V.R. has been in existence for twenty years and is still growing steadily. At this rate, we shall top the target of 150 members well before Christmas. I am convinced that S.H.V.R.'s success over the years has been because of the emphasis on using old vehicles. It doesn't matter what type of vehicle you have or what age, it is the sheer delight on people's faces when you drive past in an old vehicle says it all and reflects in the pleasure you as the owner can get. Are we all really posers !!.

Take Care,

See you at Club Night and Singleton.

*Mike P*

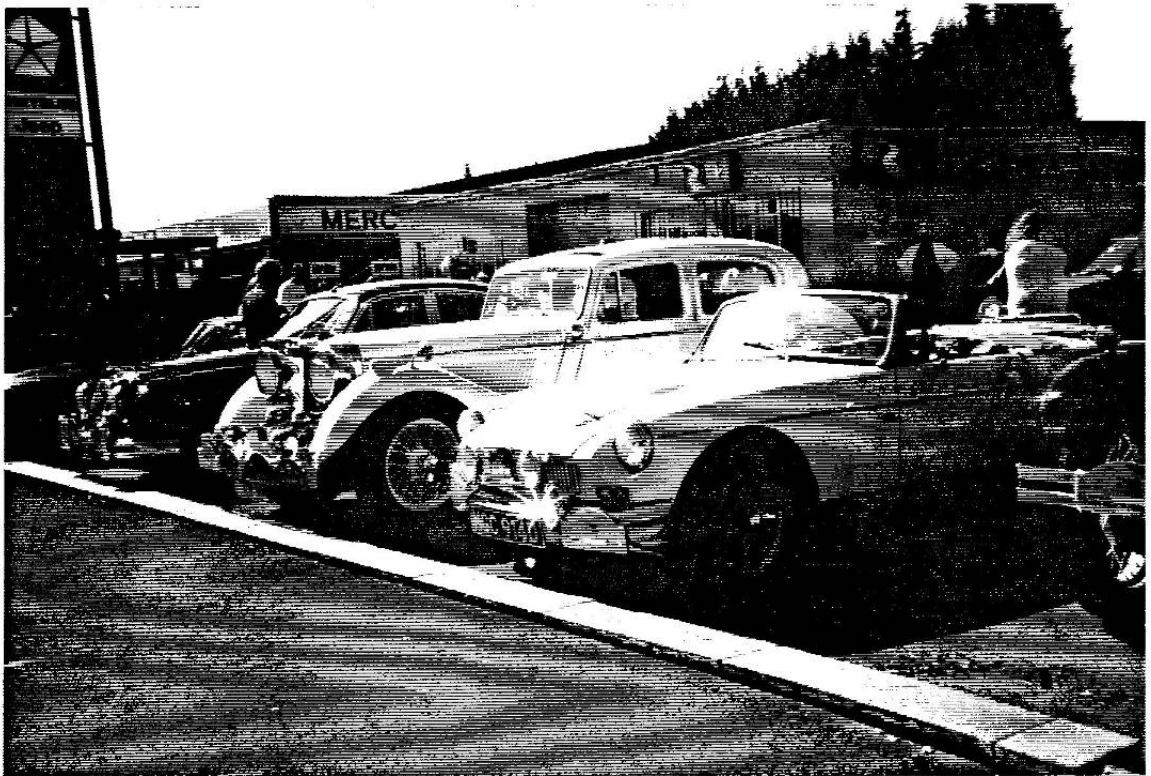


## PONTARDULAIS CLUB EASTER BONNET RUN

The winter suddenly disappeared. All those jobs we were going to do on the car and hadn't started yet. The most important job was now to polish the cars ready for Monday. Don't mind polishing in the sunshine however with a white car this tends to bring on some form of snow blindness which can only be cured by the administration of alcohol. The team set to and all was gleaming ready for Monday, except my hands which always seem to attract the dirt more than the cleaning equipment. Still it was good clean dirt !.

Monday, we set off from Llawrda in a heavy mist which did not clear until we had left the Glinternick's fuel stop at Manordeilo. Thought I'd try a bit of name dropping to get a discount !. Suddenly it was sunny and we were in the car park at Pontardulais, lined up in convoy behind the fire engine. What a good turn out, there were at least 60 cars. Having got the best dressed lady award, John Presdee was going for the best dressed barn exhibit and hat award, having suitably dressed both his car and his hat. Either that, or he took an untoward short cut through a barn. Well done John, a good PR job for the club.

The run set off with us immediately behind the fire engine, which stopped after about five miles for the Mayor and Mayoress to take refuge in the back of the Jag. Now, Mike P said that the fire engine ran on petrol. I now know otherwise having seen the steam coming



out from underneath. "No trouble" I said, "he'll have plenty of water on board, it's a fire engine". "WRONG" said the mayor as the fire engine stopped in Cross Hands to take on water supplied from a willing bystander. Apparently, fully loaded with water the engine is lucky to get a one mile to the gallon, so it's run with the water tanks empty.

Anyway, we successfully caught up the horse and carts in Gorscimon where we stopped for a tremendous buffet supplied courtesy of Neyland Motors. I had to swerve on the way in to avoid a local who was collecting the evidence of the horses for his roses. Mike P was already there having abandoned the route and gone via Newport as usual. The run had taken in some excellent scenery and I'm sure we went passed Alan Broughton's house at least twice. Rumour has it so did Alan B !!.

The second half of the run took us down the Gower. Things were buzzing with Mike P acting as navigator on the Fire Engine. Were we ready for this!! The run went over Cefn Bryn with Mike P kicking Peter Bryngloc's foot everytime he approached the brake pedal on the Fire Engine which had by then gone into "WARP drive". Somehow, on the second half of the run, the fire engine seemed to be a lot quicker. Still, it did have two rally plates on the front and an over enthusiastic navigator or was it co-pilot. We made it back to Pontardulais with the majority feeling a little warm from the efforts of the sun. What a great start to the season. Well done Pontardulais Club !.

*Steve M*



## SHVR MALLOW 1997



Hywel Evans  
61, Greenfield Crescent  
Llansamlet  
Swansea SA7 9SL  
(01792) 773801

Dear Club Member,

Thank you for your enquiry regarding this year's SHVR Mallow 1997 Rally. Since I appeared to be the only club member to know anything about this year's event, a few weeks ago, your learned chairman (Mike Palmer) suggested I co-ordinate the club travel arrangements. I don't intend to commit any of you to a rigid timetable, leaving you free to go as you please during the weekend - but you are all welcome to follow my own itinerary (see below) derived after years of experience attending this event.

Please don't send me cash or cheques, all the information you need is here to make the booking arrangements yourself. All I ask is for you to tell me if you are attending the event, together with vehicle details to secure your entry.

### Entry Forms

Forms will be available sometime in May. I will ensure each of you receives a form if it is necessary to complete one. I expect entry to be free of charge as in previous years.

### Swansea Cork Ferry

Depart Thursday evening on July 3<sup>rd</sup> - Return Monday morning July 7<sup>th</sup>. Please note, the ferry company are not prepared to reserve car spaces for us, and have only agreed to give us a discount

if at least ten cars travel. Book Your Tickets Now !! Call the booking office on 10792 456116. Ask for Carol Sambrook (Reservation Manager) and mention my name. Pay the full fare of £139 (excluding cabin). When Mrs Sambrook receives the tenth booking, each of us will receive a £9 refund.

### Accommodation

Again, a number of rooms should have been reserved at the Hibernian Hotel, Mallow, for SHVR Members. Please call the reception desk on 00353 2221588 to claim your room at an estimated discount rate of £40 (2 nights, Friday and Saturday). I understand that first class Private Bed &



Breakfast accommodation is also available nearby.

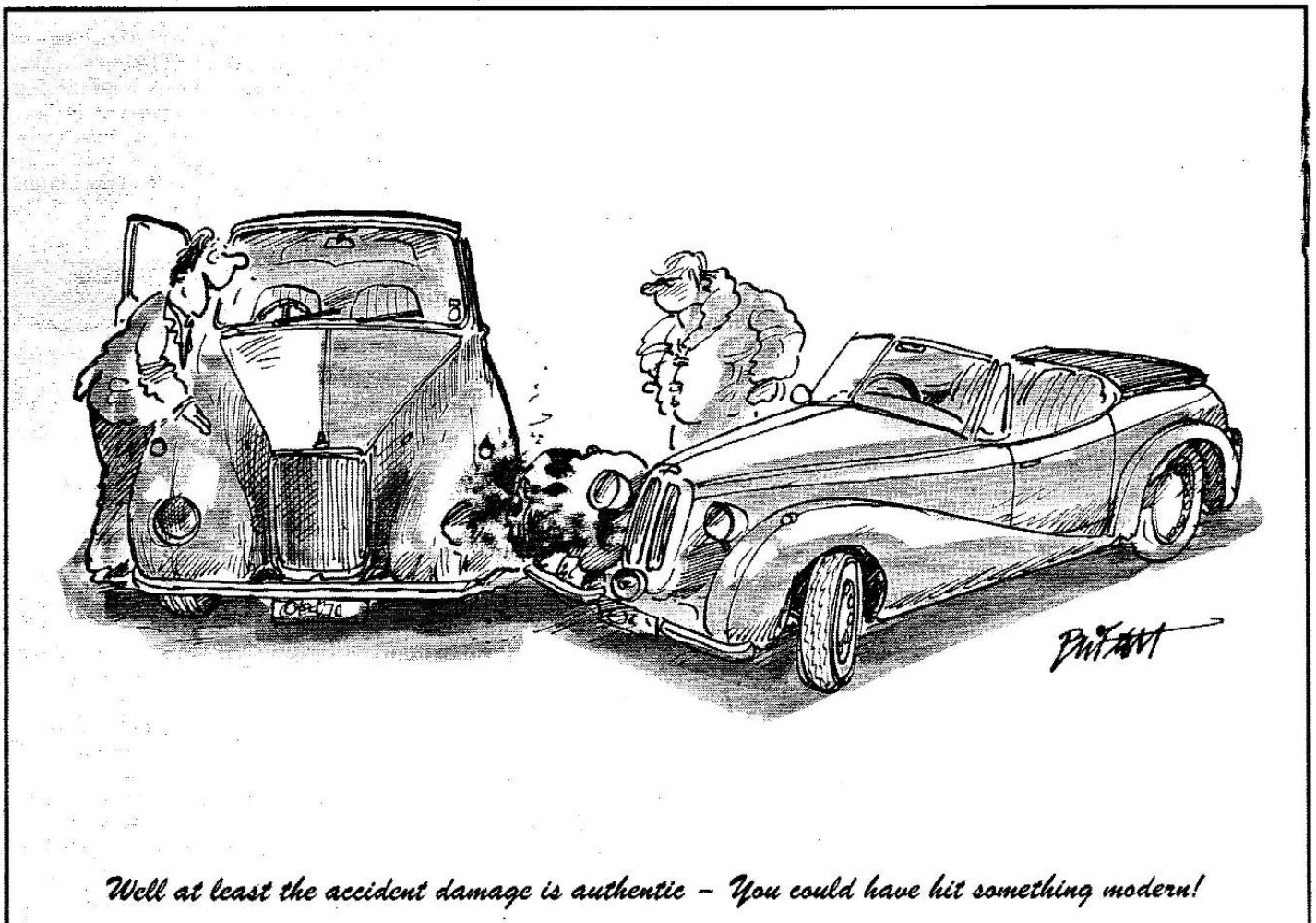
### Friday Morning July 4<sup>th</sup>

Jimmy Bohan will probably meet us at Ringaskiddy ferry Port to escort us to Mallow for breakfast, - or alternatively go as you please for the morning and early afternoon, - visit Cork City, Blarney Village, Kinsale, Ballincollig Gunpowder Mills, for more suggestions - give me a ring - but please ensure you register at the hotel by at least 4pm, allowing time to prepare for the sponsors evening.

### Friday Night/Monday Morning

On finishing the event, you have the option of remaining in Mallow for an additional night, or travel down to Cork to be closer to the Ferry terminal for the early start on Monday morning. Last year, members (apart from myself) decided to stay in Mallow, but getting up at 5am on Monday morning without breakfast, and battle through the morning rush hour at Cork City is not my idea of a good time. I intend to leave Mallow on Sunday at about 3pm and stay overnight at a small four star private Bed & Breakfast at Carriglaine, approximately 4 miles from the ferry port. "Glenwood House" is situated in a residential area so don't expect bright lights and night clubs. However I can book a few tables at the "Overdraught Pub" for an evening meal if required. Call Glenwood House on 003553 21 373878 to make your reservation Approx £25 for a twin room.

*Hywel*



*Well at least the accident damage is authentic - You could have hit something modern!*

## Events Diary 1997

Date	Event	Contact
♣ ♣ MAY 1997 ♣ ♣		
Sunday 4 <sup>th</sup> May	Birthday Run	Heather Lloyd 01239 841363
Monday 5 <sup>th</sup> May	Singleton Park	Alan Broughton 01269 870293
8 <sup>th</sup> - 12 <sup>th</sup> May	SHVR Tour To Kinsale	Tony Vaughan 01792 366640
Sunday 11 <sup>th</sup> May	Pencoed - S. W. C. C. C.	Lyn Harcombe. 01646 659767
Wednesday 14 <sup>th</sup> May	Quiz SMC Murton Rovers	Mike Evans 01792 206686
Sunday 18 <sup>th</sup> May	Neath Run to Dan-Yr -Ogof	Viv Belcher 01792 895086
Monday 19 <sup>th</sup> May	SHVR Club Night	
♣ ♣ JUNE 1997 ♣ ♣		
Sunday 1 <sup>st</sup> June	Caldicot Castle Rally	Steve Denning 01633 880010
Saturday 7 <sup>th</sup> June	SHVR Castles Run	Mike Palmer 01792 203638
Sunday 8 <sup>th</sup> June	Ystrad, Rhondda	Graham Watkins 01443 684386
Sunday June 8 <sup>th</sup>	Teddy Bear's Picnic	Heather Lloyd 01239 841363
Saturday 14 <sup>th</sup> June	Skewen	Viv Belcher 01792 895086
Sunday 15 <sup>th</sup> June	Evening Post Motorshow	Evening Post (Tricia Little)
Sunday 15 <sup>th</sup> June	Pendine	Viv Belcher 01792 895086
Monday 16 <sup>th</sup> June	SHVR Club Night	
Saturday 28 <sup>th</sup> June	Club Barbecue Pembrey Cct	Steve Mitchell 01558 650620
Sat/Sun 28 <sup>th</sup> & 29 <sup>th</sup> June	Welsh Festival Of Motorsport	Pembrey Circuit
Saturday/Sunday 28/29 <sup>th</sup> June	Steam Fair & Tractor Pull	Tony Allen 01646 651240
♣ ♣ JULY 1997 ♣ ♣		
Wednesday 2 <sup>nd</sup> July	SHVR Evening Run	Mike Palmer 01792 203638
Sat/Sun 5 <sup>th</sup> /6 <sup>th</sup> July	Glamorgan Iron Horse	Richard Jones 01656 723944
Sunday 6 <sup>th</sup> July	Margam Park	Viv Belcher 01792 895086
Saturday 12 <sup>th</sup> July	Neath	Viv Belcher 01792 895086
Sunday 13 <sup>th</sup> July	Golden Grove T.V. V. C.	Julie Richards 01267 230438
Monday 21 <sup>st</sup> July	SHVR Club Night	
Saturday 26 <sup>th</sup> July	Abergavenny	Ken Thomas 01874 636679
Sunday 27 <sup>th</sup> July	Jag Racing & SHVR Display	Mike Palmer 01792 203638
Sunday 27 <sup>th</sup> July	Scolton Manor	Tony Allen 01646 651240

## Events Diary 1997

Date	Event	Contact
Sunday 27 <sup>th</sup> July	Llys-Y-Fran	Chris Thomas 01267 290292
<i>To Be Confirmed</i>	Oakwood	Joyce Davies 01646 636258
<i>To Be Confirmed</i>	Bromyard Gala	John Wilkinson 01885 483378
<i>To Be Confirmed</i>	Whitland	Carolyn Jones 01994 240811

### ♣ ♣ AUGUST 1997 ♣ ♣

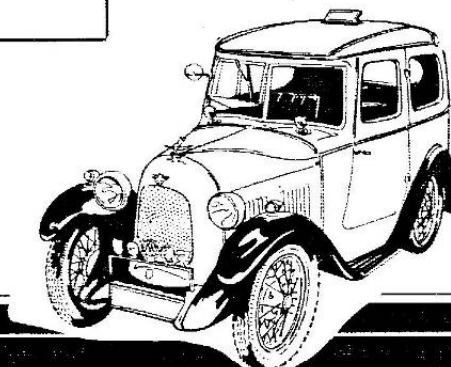
Sunday 3rd August	VSCC Prescott	Chris Thomas 01267 290292
Sunday 3 <sup>rd</sup> August	Milford Marina	Gerald Evans 01646 600010
Wednesday 6th August	SHVR Evening Run	Mike Palmer 01792 203638
Monday 18th August	SHVR Club Night	
Saturday 23rd August	SHVR CAIO Gold Mine Run	Steve Mitchell 01558 650620
Sunday 24th August	SHVR Abertawe Tour & Mountain Gate Display	Mike Palmer
Monday 25th August	Orllwyn Teifi Show. Llandysul	D Davies 01559 370885
Sunday 31 <sup>st</sup> July	Hereford Ross-on-Wye	Roger Jones 01981 250762
<i>To Be Confirmed</i>	Lampeter	Mrs B L Jones 01570 423187
<i>To Be Confirmed</i>	Three Cocks	Mr G Moore 01497 851296
<i>To Be Confirmed</i>	Camrose	Dillwyn Phillips 01437 710428

### ♣ ♣ SEPTEMBER 1997 ♣ ♣

Wednesday 3rd Sept	SHVR Evening Run	Mike Palmer 01792 203638
Sunday 7 <sup>th</sup> Sept	Pontardulais Vintage Show	Steve Thomas 01792 882382
Monday 15th September	SHVR Club Night	
Sunday 21 <sup>st</sup> September	Tredegar Park	Roger Wood 01633 891262

### ♣ ♣ OCTOBER 1997 ♣ ♣

Sat/Sun 5 <sup>th</sup> & 6 <sup>th</sup> October	Malvern	
10th - 12th Oct	Irish Visit to SHVR	Mike Palmer 01792 203638
Sunday Oct 12th	Llys-Y-Fran Prestigue	Chris Thomas 01267 290292
Monday 20th October	SHVR Club Night	





# DVLA DAY

*Practical Classics sent one of their journalists to test the DVLA. This is what was printed*



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**P**ractical Classics magazine, the monthly magazine for classic car enthusiasts recently visited DVLA to see for themselves the staff and systems at work. Their particular interest was of course to see how staff dealt with the issue of registration numbers for classic cars as well as dealing with tax exempt vehicles. A précis of their comments are re-printed here...

Around 2,500 people work for DVLA in Swansea and a further 1,500 at local licensing offices around the country, currently being reduced in number from 50 to 40.

70 million items of mail are received every year and 5.5 million pieces of correspondence are sent out every month...

DVLA is in charge of collecting road tax revenue, stamping out evasion and, more pleasurably, handing out refunds

DVLA keeps a record of 37.4 million vehicles, and supplies information from these to the police, along with details of disqualified drivers, etc.

A lot of work then, and DVLA has smashed through 16 out of 17 efficiency targets set for it by the Secretary of State.

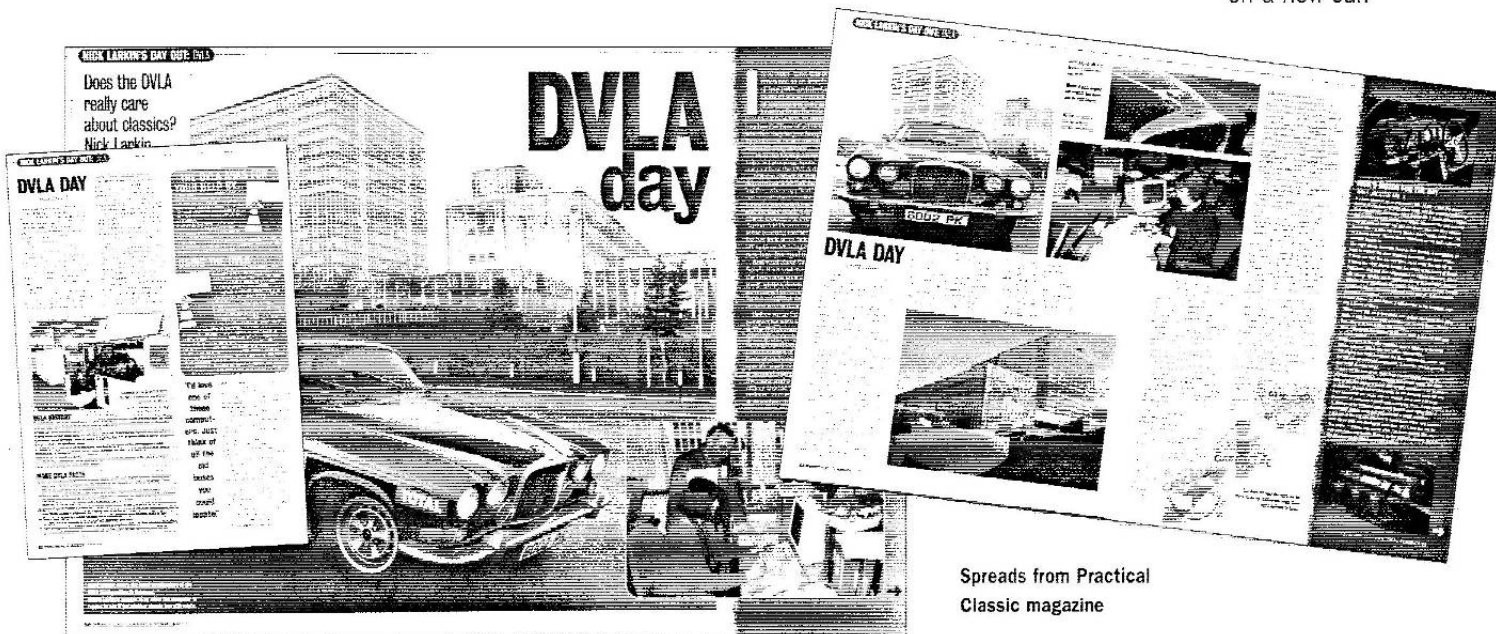
A rebate team of six people has been dealing specifically with applications for tax exemption for vehicles 25 years old or more. Team manager Margaret Wade says that the team has dealt with 132,000 pieces of correspondence since the system began.

The Driver and Vehicle Policy Group is also of interest to classic owners, a small part of this department's work being the processing of applications for cars to be reunited with their original registration numbers, if they were not registered on DVLA's computer by a 1983 deadline.

Around 15,000 classics have been reunited with their original numbers since DVLA started considering applications five years ago, and a similar amount have been given appropriate age related marks.

Much as we would like to have returned gleefully clutching evidence that DVLA is a den for uninterested bureaucrats sitting on piles of dusty unprocessed original registration number applications, this is clearly far from the truth. In fact it's just won the charter mark for efficiency and public service for a second time, an award much private industry has failed to achieve.

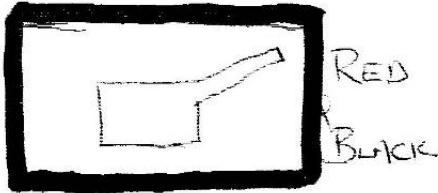
"DVLA costs **£180 million** a year to run, but collects **£4.3 billion** for the treasury, mainly through **road tax** but also a significant amount from the sales of **cherished registration numbers**, at auctions and by people requesting a **specific mark** on a new car."



Spreads from Practical Classic magazine

## WANTED

A cloth divisional battle dress badge of the 53<sup>rd</sup> Infantry division 4<sup>th</sup> Battalion Welsh Regiment. Stationed during World War 2 in Llanelli area. Contact Alan Broughton on 01269 870293.



## FOR SALE

Hillman Imp parts. Engine, Gearbox Starter, dynamo, Radiator, Donuts, Flexi-joints, Seats and Glass. Contact John Williams on 01792 864731.

## FOR SALE

MORRIS Series E Engine & Gearbox. Contact John Cooke on 01792 401061.

## FOR SALE

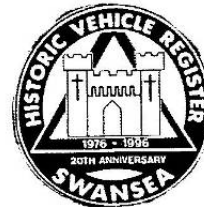
1952 MG 'Y' Saloon for restoration. Four new doors, and spares. V5, HWN 774 Contact Kathleen Jones on 01639 761842.

## FOR SALE

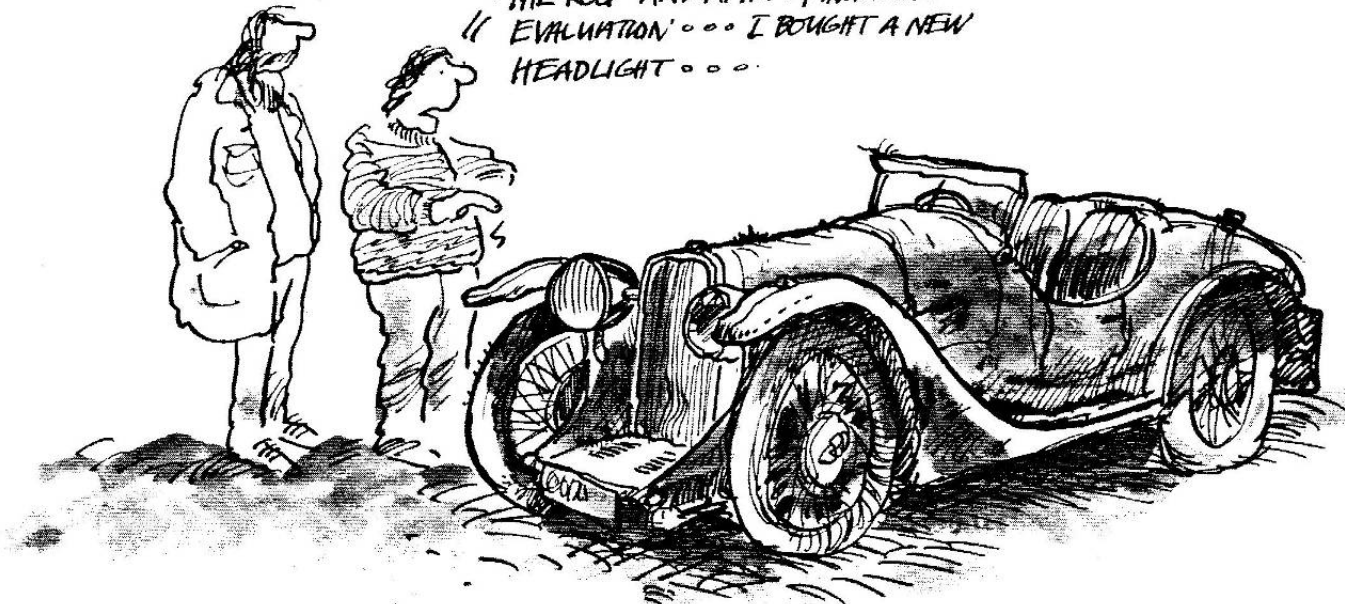
Spares for a 1963 MG Magnette.. Two wings, side panels and rubbers, £750 ono. Contact Steve George on 01446 793 328.

## SAD NEWS

We were sorry to hear of the untimely death this month of James Mansfield, who was the twin brother of the late Simon Mansfield. Both were well known characters in the classic and vintage collectors world. Our condolences to his next of kin.

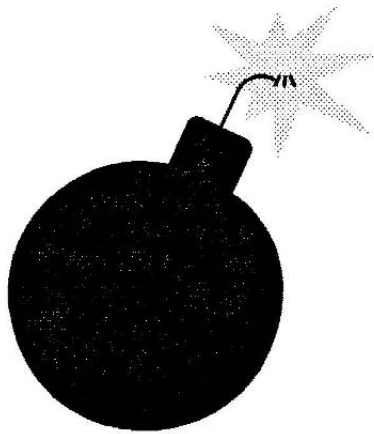


RESTORATION COSTS WERE GOING THROUGH THE ROOF AND AFTER FINANCIAL EVALUATION... I BOUGHT A NEW HEADLIGHT...



## 👉 STOP PRESS 👈

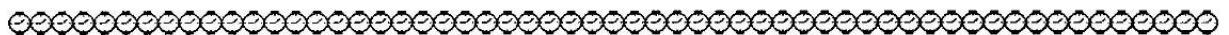
Three Irishmen applied to join a terrorist group. At the interview, the three men were given a box of explosives and told to go out and prove themselves by causing maximum disruption. This they did and then reported back to their chief.



The three men were asked what they had done. The first said that he had blown up a car. The chief was very pleased and asked the Irishman "How many letters are there in the alphabet?". He replied "26 sir". "Very good" said the chief "You're in".

The second Irishman was then asked what he had done. He replied "I have blown up a bus Sir!". "Excellent" said the chief, now, "How many letters are there in the alphabet?". The prompt reply came back "26 Sir". "Good" said the chief "You're in".

The third Irishman was then asked what he had done. "Well Sir, I've blown up two major department stores!!". "Brilliant" said the chief, "You have exceeded all expectations. However, before you can be enlisted, you must answer one simple question: "How many letters are there in the alphabet?". The Irishman quickly replied "21 Sir". The chief being a bit taken aback asked the Irishman "Why 21?". "Well sir I've just got rid of M.F.I. and B & Q."



**Mike Evans practising for judging at Singleton**

# THE WELSH CONNECTION:

**T**he history of transport is liberally sprinkled with 'firsts' - the first cross channel flight, the first railway, the first motor car - and for some years controversy has raged on the subject of who introduced the first motor vehicle to Wales. There has been no shortage of claimants, prominent among whom were the Motor Touring Company of Llandudno who were reported in *The Autocar* for August 6th 1898 as having had three wagonette type cars from Benz et Cie of Germany. In the October of that year the same journal reported that Morris Brothers of Pontypridd were agents for the International Benz (indicating that they bought the cars from Emil Roger in Paris, rather than through the London Benz agents, Hewetsons) and W.M. Morris himself claimed to be the 'first practical autocarist in South Wales'. This presumably meant the first private motorist rather than commercial operator.

During the same period J.C. Morris of Swansea and Evan Thomas of Aberystwyth also had cars (also, presumably, Benz models), and that flamboyant dealer Tom Norton of Llandrindod Wells, whose activities we have already reported in these pages, claimed to have sold the second car in Wales - a Benz of 1899 - which still exists. The TV presenter Chris Serle now owns it, and he took part in the Centenary London-Brighton Run with it in 1996. Norton's claim must be considered questionable, however, in view of the earlier claims. Anthony Richards of Abermule, Montgomery, however, confirms that his grandfather was a nineteenth century motorist, and claimed to

be the first person ever to drive a car into Radnorshire, which also challenges Norton's claim. He later worked for William Morris, apparently, having coincidentally turned down the offer of a partnership with Norton at The Automobile Palace.

Interestingly, the 1899 Benz later came back into Tom Norton's possession, and was used in carnivals and for publicity. It was originally registered EU 3 under the Motor Car Act of 1903 - the third registration in Breconshire - when registration numbers were introduced, but is shown here with Tom Norton and Frank Lowndes (of Lowndes Garages, Carmarthen) on Whit Monday at Carmarthen Park in 1928. Both men are

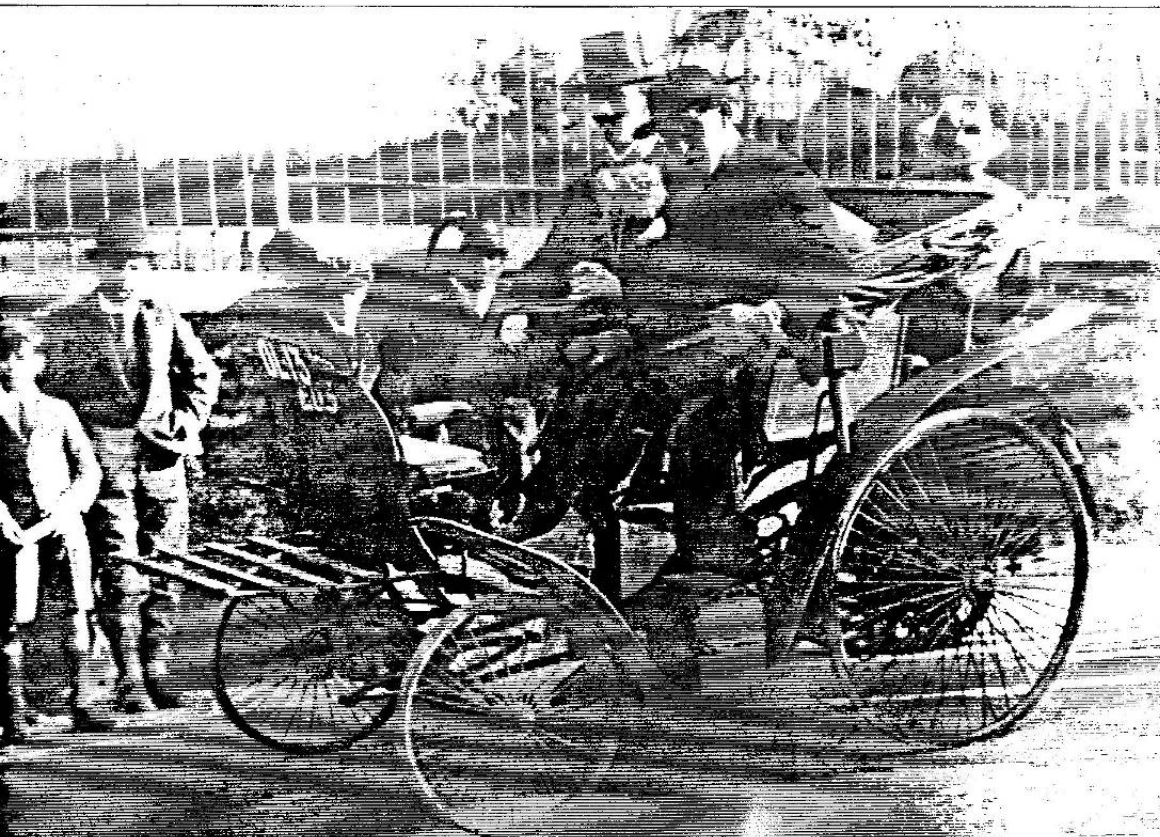
in fancy dress, with Frank Lowndes dressed as a French priest, and a 'spoo' registration number OL 13 (Oh hell! 13) is superimposed on the original. Amusingly, it is the latter number which the car wears officially today.

It seems, however, that if one excludes heavy steam traction engines and road rollers, the first light motor vehicle introduced into Wales comfortably pre-dates any of the other pretenders, and is well-documented in the *South Wales Echo*, the *Western Mail*, and *The Autocar*. Unfortunately, its arrival also heralded the first recorded motor accident in Wales! It was, in fact, an 1896 Thornycroft steam van made by The Steam Carriage & Wagon Company Ltd of Chiswick, and purchased as a delivery van by the South Wales Motor Car & Cycle Company for the purpose of conveying ship's stores and other merchandise from Cardiff to Barry Dock.

Steam was, of course, well-known in Wales by that time, particularly on the railways - indeed, Richard Trevithick's first locomotive made its record-breaking journey down the Penydarren Tramroad as early as 1804 and that inventor was destined to turn his hand to road vehicles as well - but never in Wales. At the time when the Thornycroft was imported into the Principality, how-

ever, automobilism was still in its infancy everywhere, and it was not until much later that the internal combustion engine asserted its superiority over electricity and steam propulsion for light road transport.

Roads being what they were, the Thornycroft had been on the road for three days almost continuously when, as night was falling, it reached Newport from London, and on Saturday January 2nd 1897 it travelled the final leg of the journey to Cardiff, carrying a party of eight on board. A halt was made at St Mellons for refreshments, where an interested crowd



*The late Tom Norton of Llandrindod Wells, and Frank Lowndes of Carmarthen in an 1899 Benz claimed to be the second car in Wales. Carmarthen Park, Whit Monday 1928.*

*Photo: Courtesy Michael Lowndes.*

# The first car in Wales

gathered to witness this momentous sight, and after a few minutes the journey was resumed.

All went well until the Eastern entrance to the Borough was reached. When the Royal Oak Hotel had been passed, Mr William Duncan, the secretary of the company and one of the passengers, alighted from the rear of the vehicle and for some reason then proceeded to endeavour to remount it at the front whilst it was still in motion. The iron step was greasy, Mr Duncan slipped and fell, with his left foot in line with the advancing vehicle. Before it could be brought to a halt it had run over his foot, crushing it to a pulp. He was picked up and quickly transported to the Infirmary where it was found necessary to amputate part of the foot.

Strange to say, the passing of the vehicle through Cardiff evoked little interest among by-standers until it pulled up temporarily in front of the Royal Hotel. Here, a large crowd quickly gathered, causing serious obstruction on the pavement, and necessitating the removal of the van, after only a short stop, from St Mary Street. The journey from Newport to Cardiff had taken only an hour and a half, and the South Wales Echo reported the event the same day!

One hundred years later to the day an entirely similar 1896 Thornycroft steam van returned to Cardiff, on loan from the British Commercial Vehicle Museum at Leyland in Lancashire to the Welsh Industrial and Maritime Museum. It was met by The Lord Mayor of Cardiff, John Phillips, at the City Hall at 10.30 am on January 2nd 1997, and was then taken to the area outside St David's Hall where it remained on display until 3 pm. From there it was transported on low loader to the Welsh

**Helen Jones, Museum Deputy Marketing Manager, Rhian Thomas the Education Officer, Dr Stuart Owen-Jones, Keeper of the Museum and John Phillips, The Lord Mayor of Cardiff.**  
Photo: Courtesy Welsh Industrial and Maritime Museum.

Industrial and Maritime Museum, where it was on display to visitors until February 24th.

The re-enactment of this historic journey was the curtain raiser to a major exhibition which the Welsh Industrial and Maritime Museum will open to the public on April 5th, entitled 'A Century of Motoring in Wales'.

It is billed as the largest and most wide ranging exhibition ever staged at the Museum, and will include interactive exhibits, a spectacular exploded car display and various vehicles to see and touch. We'll be reporting it in 'Tyre Tracks' in future issues.

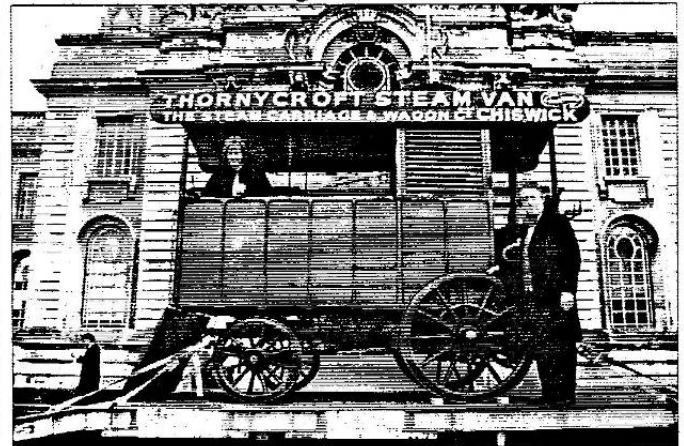
## Tyre Tracks

with

**Michael Worthington-Williams**

*Michael Worthington-Williams is currently editor of Classic Car Mart, and feature writer for The Automobile and Old Bike Mart. He is the author and co-author of several books on automotive subjects and a contributor to The Complete Encyclopaedia of Motorcars.*

Many thanks to Mike Worthington-Williams and the Editor of Pembrokeshire Life and Carmarthenshire Life for permission to reproduce the articles that are taken from those magazines.



The 1896 Thornycroft steam van returns to Cardiff on January 2nd 1997. It's seen here with the Lord Mayor and Helen Jones at City Hall.

Photo: Courtesy Welsh Industrial and Maritime Museum.



## SHVR CLUB REGALIA

20<sup>th</sup> Anniversary windscreen stickers. Only a few left at £1.00 each.

SHVR Car badges again only a few left at £15.00 each.

### WE HAVE SOME MORE

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.

### NEW ITEM

Baseball Caps with SHVR embroidered logo £7.00.

### NEW ITEM

Leather Key Fobs with SHVR Logo £1.75.

### NEW ITEM

Label Badges with SHVR Logo £1.75.

### WE HAVE SOME MORE

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.

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



Mike Palmer

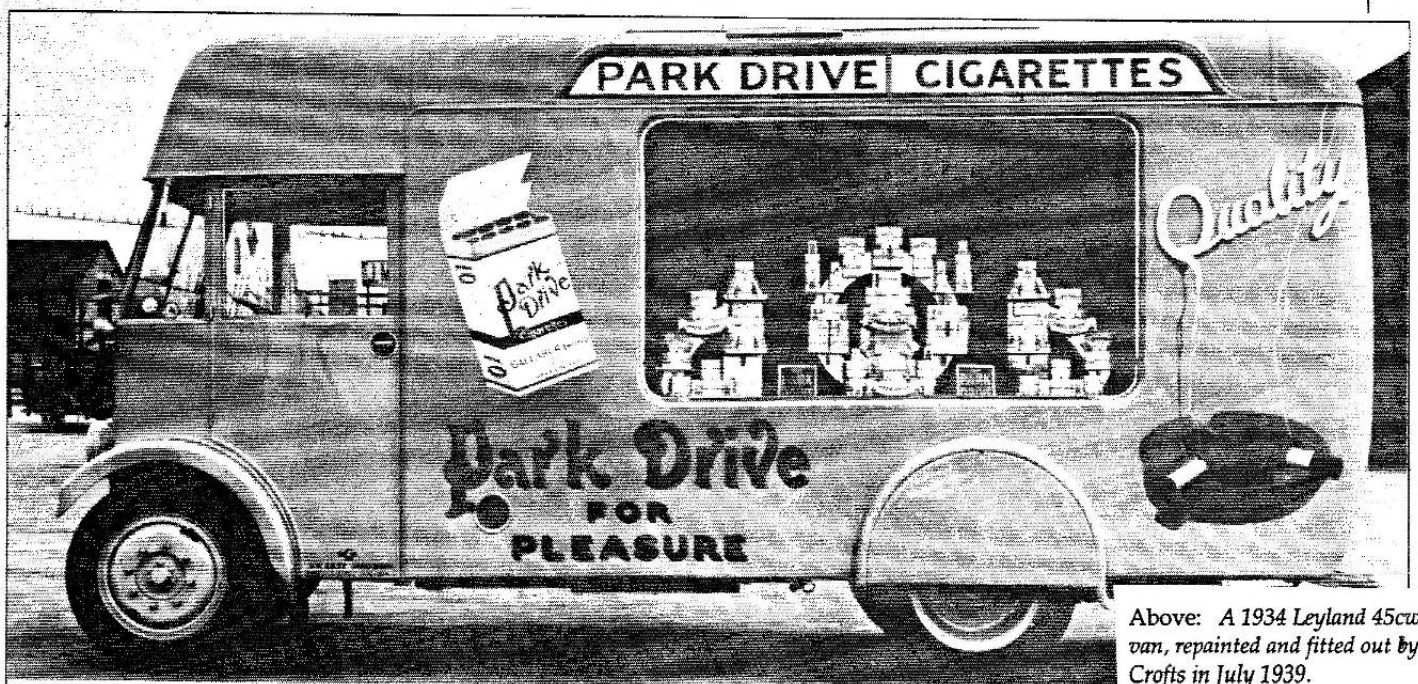


Stan Bingham



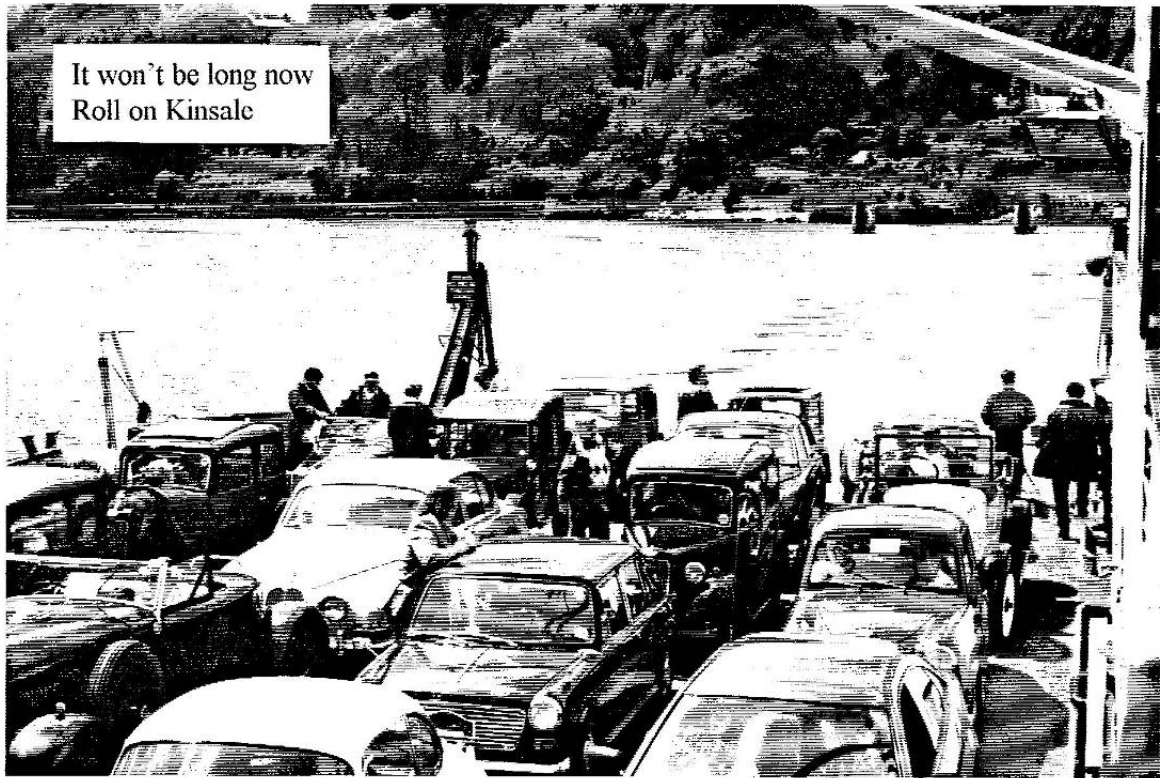
or Christine Broughton

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

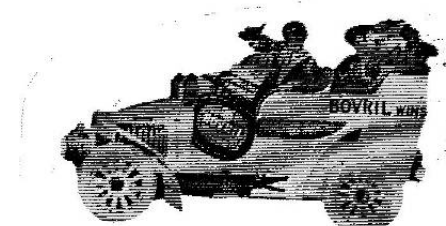


Above: A 1934 Leyland 45cwt van, repainted and fitted out by Crofts in July 1939.

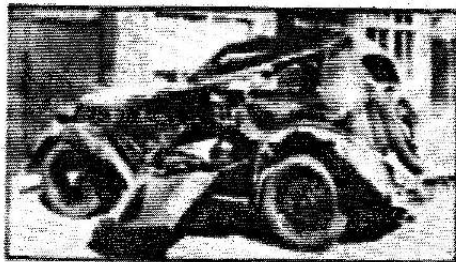
# SHVR KINSALE TRIP MAY 8<sup>TH</sup> - 12<sup>TH</sup> 1997



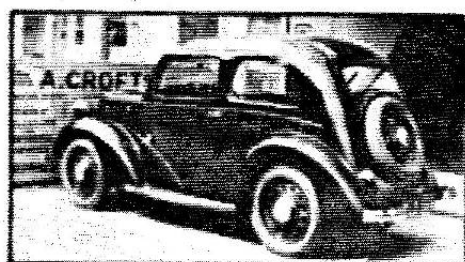
Depart Swansea Ferryport 9 pm 8<sup>th</sup> May.  
 Arrive Cork 8 am Friday 9<sup>th</sup> May.  
 Stay in Kinsale Friday Night.  
 Stay in Skibereen Saturday Night.  
 Back to Kinsale on Sunday Night.  
 Depart Cork 7 pm Monday 12<sup>th</sup> May.  
 Arrive Swansea 7 am Tuesday 13<sup>th</sup> May.



## BRING YOUR 'BODY' TROUBLES TO US!



Before



After

# A CROFTS

## Practical MOTOR BODY BUILDER

ALTERATIONS · PAINTING · CELLULOSING  
 BEST WORK · · · COLORS TO CHOICE

Phone 308 BRIGHTON RD.  
 CRO and Churchill Road, South Croydon.  
 1952

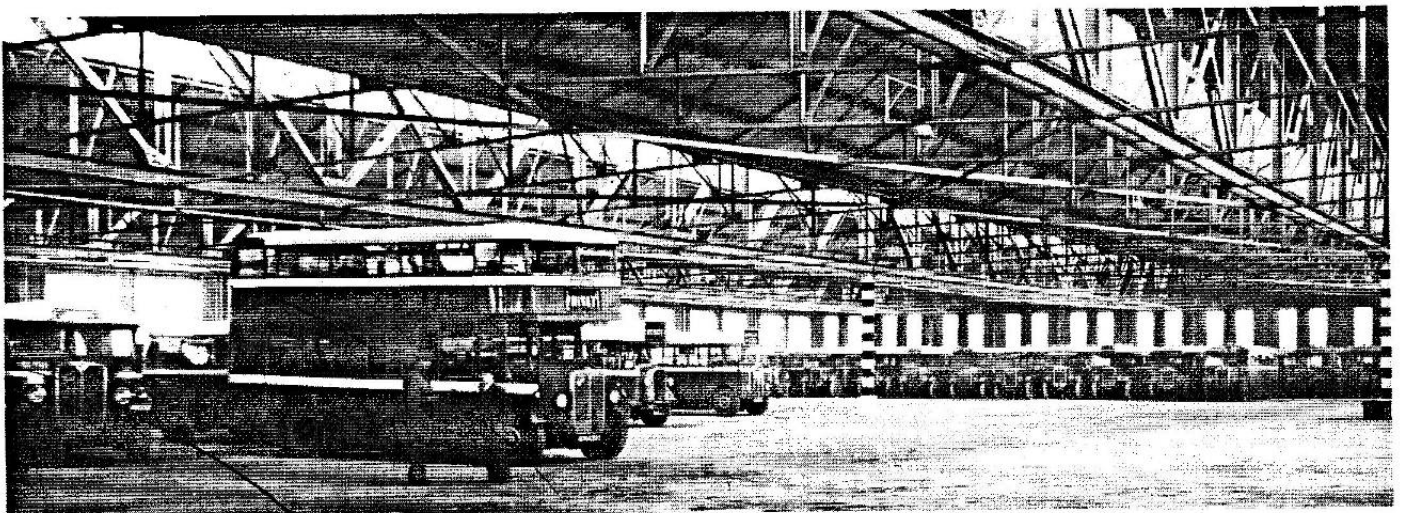


YOU DELIVER EM,  
WE'LL PARK EM !!



This view of Ravenhill garage, Swansea, was taken soon after it was completed in 1937. The extra space it provided was soon to be needed for the buses purchased to replace the Swansea Improvements and Tramways Co fleet of trams. Nearest the camera is one of the fleet of 50 AEC Regent petrol-engined double-deckers

with Brush bodywork placed in service in 1932 – the same vehicle, WN4760, is also illustrated on page 18. On the left is a 1933 AEC Renown six-wheel single-decker and beyond the Regent, a Dennis Lancel and an AEC Regal Mark II. Various older Dennis E, ES or EV single-deckers are lined-up along the far wall.







**RETIRING:** Wheelwright Jim Jenkins laments the decline of a rural skill

**PEMBROKESHIRE**

# Wheelwright aged 83 finally gives up his trade

ONE OF Wales's last wheelwrights is retiring after 70 years in the trade.

Jim Jenkins, 83, from Newport in Pembrokeshire, has repaired his last wheel and hung up his tools at the end of a career which began in 1927.

In the year which followed the General Strike there were still many carts and carriages on the roads of Britain, particularly in rural areas like North Pembrokeshire.

But the development of the motor car and modern farming implements has brought a decline in the demand for wooden wheels and the end of a once common rural trade.

"It's very sad," said Jim yesterday.

"There doesn't seem to be anyone who is willing to take over from me. I've kept going as long as I could."

Jim began his career as a wheelwright as a young boy growing up on a farm in the Gawun Valley.

His father was a wheelwright travelling around the local farms and fairs repairing and making wheels and Jim joined him as his apprentice, working for three shillings and sixpence a day.

In the old days father and son would cut their own wood from the trees in the Gawun Valley to make their wheels, leaving the wood to season for up to three years at a time.

They used elm for the hub, oak for the spokes and ash for the rim of the wheel.

Jim also had to learn how to make differently designed wheels, as those from Pembrokeshire, Cardiganshire and Carmarthenshire were slightly different.

"We used to travel around from one farm to another and repair anything wooden from the wheels of the carts and carriages to the old water mill wheels," he said.

"I loved it, even though there was never much money in it."

After his father died in 1941, Jim increasingly had to branch out into making other wooden items such as park benches in order to survive.

Nowadays a wheelwright does mostly ornamental or show work. It is not enough to build a full-time career on, he said.

"There's no demand for wooden wheels any more. It's a pity. The youngsters of today are not keeping the old trades alive. They seem to be just dying out."

## ☺ ☺ S.H.V.R. NEW MEMBERS ☺ ☺

We are now well over 100 members and approaching the magic 150 and Stan is quite busy with membership forms coming in almost on a daily basis.

**Peter Smith** from Clydach has joined the club with his MGB Roadster.

**Timothy Dawson** from Llanelli has joined the club with his 1966 Volvo Amazon.

**Darren Murphy** from Glynneath has joined with his 1973 Moto Guzzi motor bike. This is a rare event for the club. We would like to encourage more old motor bikes. We are a vehicle register.

**Mike Richards** from Milford Haven has joined, but we do not know what vehicle he has.

**Colin Guy** from Bracknell has joined. Colin has taken part in quite a few runs last year in Steve M's MGC.

**Gerald White** from Forestfach Swansea has joined with his Sunbeam Tiger and Sunbeam Rapier.

**Phil Rice** from Tycoch Swansea has joined with his Series II Landrover. Phil is co-owner of Copyprint who print the SHVR Magazine.

**Graham Beasley** from Kilgetty has joined with his Austin 1100 and Allegro.

**Barry Lewis** from Oxwich has rejoined with his Riley RME, Rover P5 and Morris Minor.

**D M Harris** of Swansea has joined with his Triumph Stag.

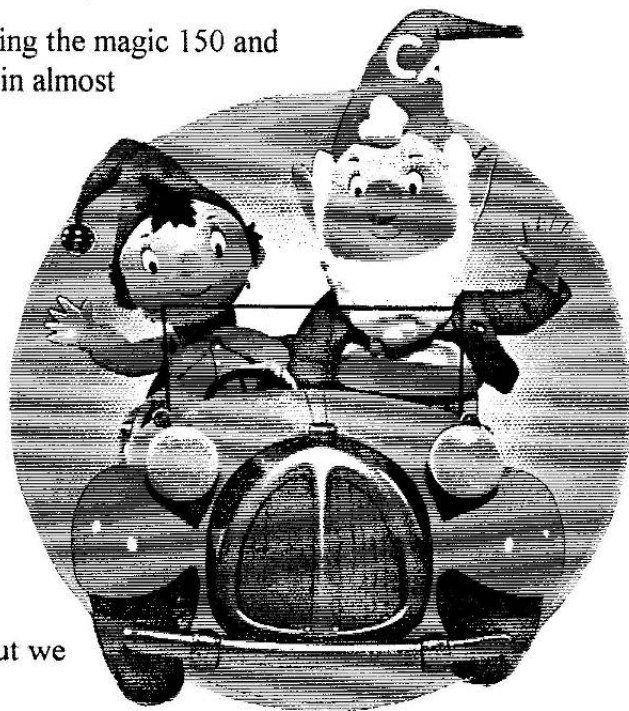
**Robin Jones** from Sketty has joined with his MGB Roadster, Morris 1800 and Morris Minor.

**Godfrey Jenkins** from Bishopston has joined, but we do not have any more details at present.

**Robert Regan** from Blackwood in Gwent has joined with his 1934 Austin Seven, 1923 Rolls Royce Silver Ghost and a 1927 Rolls Royce 20.

**Arthur White** from Pontardulais has joined with his 1956 Hillman Minx. Arthur has helped and supported us on last years runs.

**Tim Nott** from Porthcawl has joined with his Triumph Dolomite and TR6.



**John Williams** from Tonna is an old member who has rejoined with his MG TF and E Type Jaguar.

**Clive John** from Port Talbot has joined with his Jaguar XK 150.

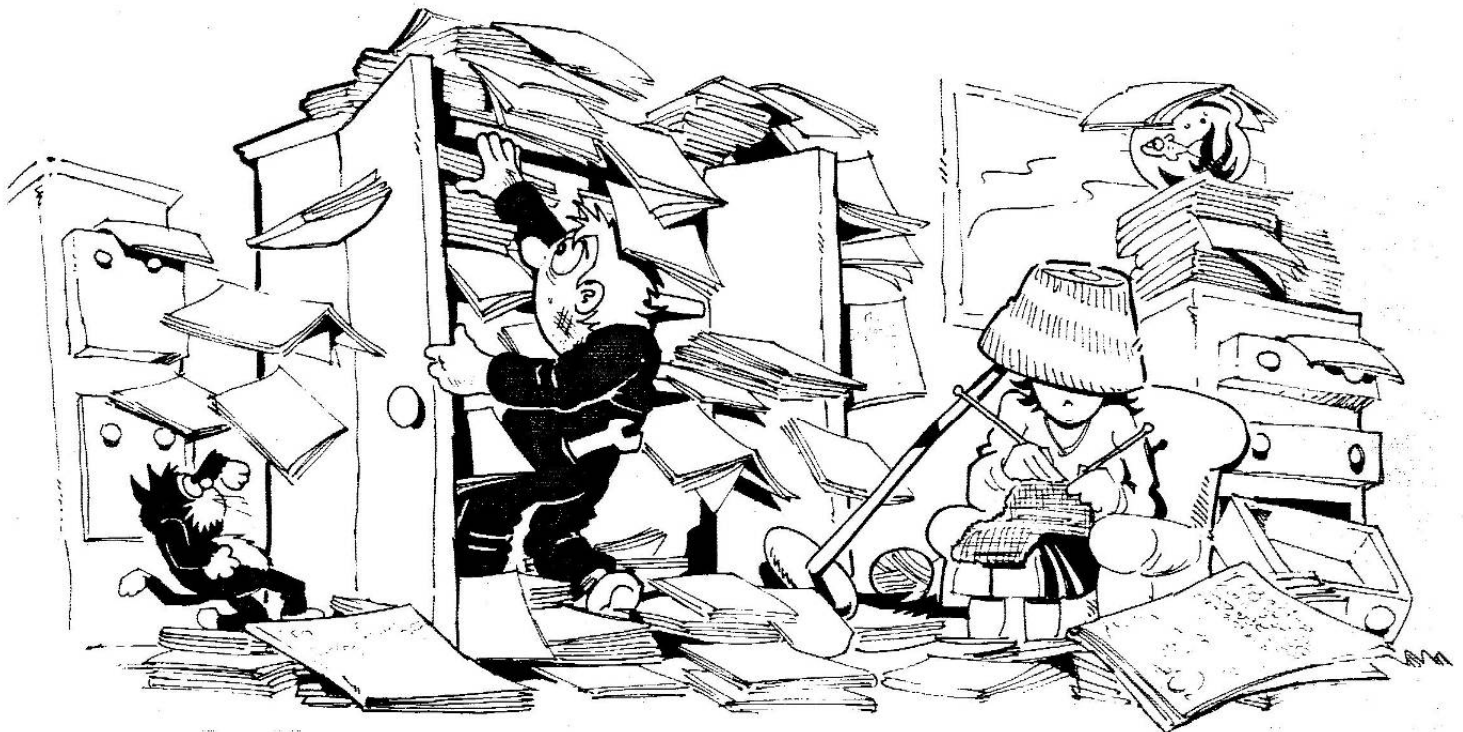
**Stephen Butler** from Dunvant in Swansea has joined with his Austin Mini and Austin Minivan.

**Andrew Redfern** from Llandeilo has joined with his Ford Escort Lotus Twin Cam and RS2000.

**Mr D A Jones** from Porthcawl has joined with his Morris Minor Traveller, and two 1953 Morris Oxford Mos.

**Dennis Barden** from Swansea has joined with his Ford Escort Mk 1.

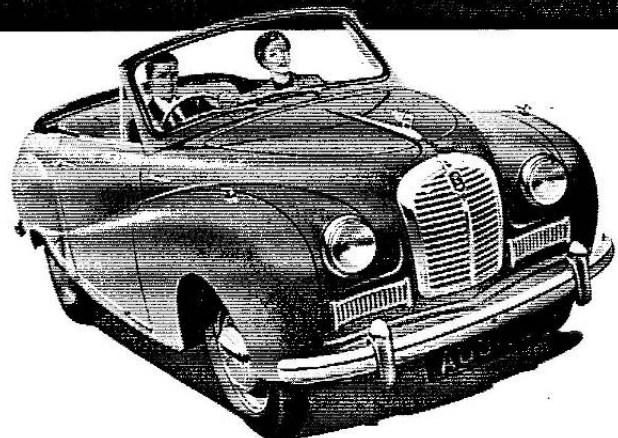
**Bill Sweetman** from Morryston in Swansea has joined with his 1932 Austin Seven Van.



**Shirley, where have you put the new membership forms ? we're running out fast !!!**

### **Austin A40**

Engine	Ohv in-line four
Bore/stroke	65.48mm x 89mm
Capacity	7.2:1
Compression ratios	1200cc
Max power	42bhp at 2400rpm
Max torque	58lb ft at 2400rpm
Suspension	Front: independent coil-and-wishbone. Rear: half-elliptic, anti-roll bar
Tyres	5.25 x 16in
Turning circle	37ft, 2.5 turns lock-to-lock
Wheelbase	7ft 85in
Track	front 4ft 1/2in, rear 4ft 2in
Length	13ft 3 1/2in
Height	5ft 2 1/2in
Width	5ft 3in



# MGC BRAKES

We have been experiencing a continuing problem with the MGC braking system whereby the brakes will occasionally stick on for about five seconds and then release. This had resulted in the system being checked and re-checked and the master cylinders and brake servo having been stripped down on numerous occasions. We could not find the fault and had begun to live with the problem since if you double tapped the brakes it cured the problem and they released. However we may now have the solution, could it be the use of silicone brake fluid. An extract from the catalogue of a major brake manufacturer gave the following report on silicone brake fluid.

## SILICONE BRAKE FLUIDS - BEWARE

Our technical service department is receiving an alarming number of calls from motorists reporting problems with silicone fluids.

### WE NEITHER MARKET SUCH FLUIDS NOR RECOMMEND THEIR USE WITH OUR OWN OR ANY OTHER BRAKING SYSTEM

Virtually all the problems relate to :-

- ☞ *Long/spongy pedal.*
- ☞ *Sudden loss of brakes.*
- ☞ *Hanging on of brakes.*

They reflect certain properties of silicone fluids identified by us over many years and recently ratified in SAE Publications :-

Namely :-

- ☞ *High ambient viscosity.*
- ☞ *High air compression.*
- ☞ *Low lubricity.*
- ☞ *High compressibility.*
- ☞ *Immiscibility with water.*

Research has shown that the relationship between problems reported and problems identified may be expressed as follows :-

### Long/Spongy Pedal

- a) Compressibility, up to three times that of Glycol based fluids.
- b) High viscosity, twice that of Glycol based fluids, leading to slow rates of fill and retention of free air entrapped during filling, and hence bleeding difficulties.

### Sudden Loss Of Brakes

- a) Air absorption, Gasification of absorbed air at relatively low temperature produces vapour lock effect.
- b) Immiscibility (failure to mix) with water. Whilst the presence of dissolved water will reduce the boiling point of Glycol based fluids, any free water entrapped in silicone-filled systems will boil and produce vapour lock at much lower temperatures (100° C or thereabouts).

### Hanging On Of Brakes

- a) Low lubricity. In disc brake systems, the sole mechanism for normalisation of system pressure on release of the pedal pressure is a designed-in tendency of seals to recover to their 'at rest' attitude. Low lubricity works against this tendency.
- b) High viscosity, exacerbating the effect of a) above.

It should not be assumed therefore that the high price of silicone fluids implies higher performance in hard driving or even normal road use.

*Steve M*

# THE SCHOFIELD FAMILY CLASSIC CARS

Just a line about the classic cars owned by myself and my two sons. Youngest first is Graham, who owns a metallic green Triumph TR7 convertible, that has been changed to a two + two by Ian my next son who owns a triumph TR4A. It took him three and a half years to rebuild the TR4A from a pile of rust in the middle of the garage floor, to a car that won best in the show at Folly Farm. Ian also owns an A60 Cambridge Countryman in which he commutes 30 miles a day. Then there's Brian who has just bought a Morris 1000 Van which will be restored shortly.

Our own car is a 1961 Hillman Minx D/L 3B which at the present time has done 33,000 miles from new. We bought the car in August 93 when the car had only covered 22,800 miles and she is completely original, having lived in just one family from new. She was bought new from St Julians Garage Newport (Gwent) on 31<sup>st</sup>



March 1961 for £793-0s-10d and I have the original invoice and leather key fob. The first owner was a Doctor's wife in Newport, who hardly used the car and when she died, the car went to her brother who lived near Newport (Pembrokeshire) who never used it in the rain. This gentleman died in the early 90s and the car was used by his daughter for a couple of years until it was decided to sell it.

I was lucky enough to be in the right place at the right time when the car was up for sale. I took one look at the car, asked how much they wanted for her and agreed a price in 4½ minutes. Two of my sons were misbehaving, trying to persuade me not to buy, so that they could buy her. My wife granted me an instant divorce on the grounds of insanity, since she wanted a leather three piece suite. She has now recovered and enjoys the car as much as me, if not more. When we checked the car over, after taking delivery, we found she still had the original Dunlop gold seal tyres, which for safety reasons, have now been renewed. She needed the head gasket and brake master cylinder replacing and a good service saw her ready for rallying.

We visited two local rallies, then took her to Ryton Coventry where the Hillman Owners Club were holding a rally. We left on the Saturday morning, across country via Carmarthen, Brecon, Hereford and Worcester and averaged 41 MPH and 34.1 MPG. For the last rally of that year (1993) we attended the Leukaemia Vintage Rally at Tredegar House. In the last three years we have driven in excess of 10,00 miles and she has not let us down once. The highlight of this period is when we took her to Holland at Easter 1995 to visit the bulb fields, covering 1,400 miles in six days. We have also visited Llanberis (Snowdonia) twice, Harewood House in Yorkshire, Welshpool (twice), Tredegar House (four times) and of course Singleton Park in May (Three Times), plus many other local rallies. In the course of these perambulations, we have

attended the Hillman Owners Club international rally in 1994 which was held at Shugbourne, where we won second place for the best series Minx. In 1995, the show was held at Cosford, where we won the best original car in the show award, and third place in the best series Minx. In 1996 the rally was held at Burford, there was no competition for best original car, but we again won third place for the best series Minx.

This year being our first with SHVR, we hope to do more driving than static displays, in particular we hope to go on some of the evening runs, but whether we go on the CAIO run again will be dependent on the weather forecast.

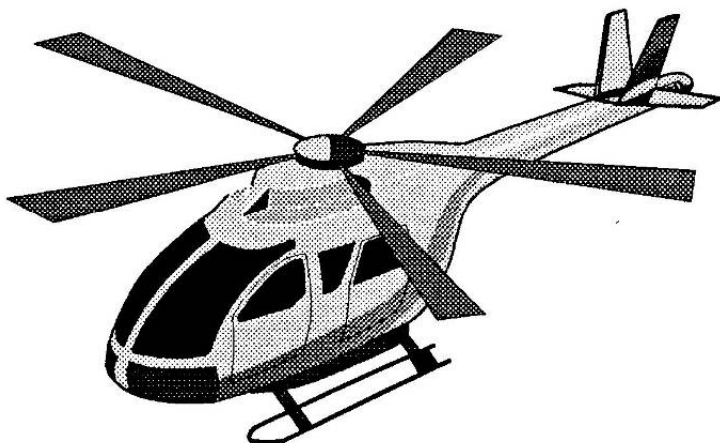
Yours

*Brian Schofield*

\*\*\*\*\*

## SHVR NEWS FLASH !!

A helicopter pilot narrowly avoided tragedy whilst recently flying over Swansea en route to the airport. Heavy fog limited visibility to a few metres, resulting in the pilot becoming disorientated. A quick response from the pilot narrowly avoided collision with a large white building.



Whilst the pilot hovered outside the building, workers came to the window. The pilot waved to the workers who politely waved back but offered no assistance. The pilot then scribbled a message on the back of a checklist that said "I'm lost, can you tell me where I am?". The workers at the window indicated for him to wait and several different workers appeared at the window over the course of the next few minutes. Finally,

one of the original workers returned to the window with a sign that said "you are in a helicopter !!".

Upon reading the sign, the pilot executed a sharp right turn, flew 2 miles and landed at the airport. When questioned about how the pilot was able to determine his location, he replied :-

"The workers in the building were very polite, their answers were correct in every detail, but totally useless. I knew at that point I was outside the council offices which was south east of the airport".

\*\*\*\*\*

## MANY THANKS

There is a good selection of interesting articles being supplied by members. It is not just the quantity that is noteworthy, it is also the quality. This is of great assistance to us when preparing the magazine since we are always scratching our heads looking for new ideas. So many thanks to all those who have supplied articles and ditties for the magazine and please keep them coming.

*Steve M*



# 18th Vintage Car Fayre

Live  
with  
the  
Sound  
Wave  
Roadshow



Swansea  
Sound  
1170 MW  
The Original

Free  
Car  
Park.



Over  
600 Vintage  
& Classic Cars.



**May Day, Monday 5th May 1997.**  
**Singleton Park, Swansea.**

**Main Arena:**



12 teams battling it out all afternoon.  
Come and cheer for your favourite team!

All Profits to Local Charities.

Adults £3.00 Children/OAPs £2.00

Family Ticket (2 Adults & up to 4 children £10)

Free Programme.

Gates Open 10.00 am



**Side Events.**

Stationary Steam Engines  
Tractors  
Commercial Vehicles  
Craft Stalls  
Trade Stands  
Studd's Fairground  
Vintage Motor Cycles  
Charity Stalls  
Auto Jumble  
Licensed Bar  
Full Catering  
Childrens Entertainment

Organised by the

Mumbles Round Table & Swansea Historic Vehicle Register.

TRADERS ENQUIRES:- (01792) 297520 EXHIBITORS:- (01269) 870293

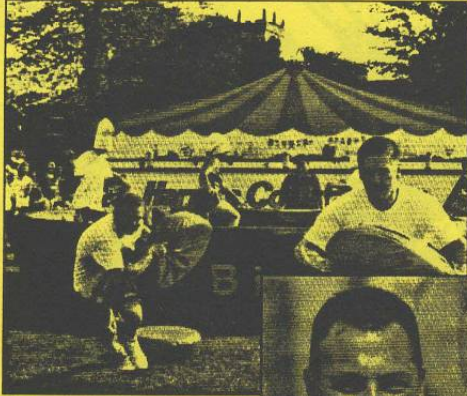


# GRAHAM FISHER'S

*International*

*It's a*

# KNOCKOUT



The only attraction to involve local people and gain advanced publicity and local interest from 3 to 6 fun packed hours. Bringing out the best in 'Local' Showmanship.

### The Teams

*We would like to say that when looking for team members you should tell them they will all get wet! Very Wet!*

*The It's A Knockout crew are here to make the event both memorable and great fun.*

*It's not the Olympic Games, and with that in mind we can guarantee a fantastic fun and laughter filled day.*

Graham Fishers International It,s A Knockout. The biggest and most professional producers of It's A Knockout, with over 14 years experience and 2,000 performances to our Credit. We are proud to present a yet bigger and more spectacular show ever.

Covering the length and breadth of the British Isles, Channel Isles and now the Continent, we have two complete units providing all the giant colourful props, inflatables, public address system, power, professional compare, time keeper and arena crew, to stage games designed to be wild, wicked and Wet

From here on in it's all

## fun fun fun

**Sponsorship** - why not get your event sponsored?

Many have, with fantastic results, raising thousands of pounds for charity.

