

# S.H.



# V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER  
20 YEARS SERVING THE ENTHUSIAST

JUNE 1997 MAGAZINE



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



## THE THOUGHTS OF CHAIRMAN MIKE

That's the first half of the year behind us !!. Where did it disappear to ?. We are still continuing to pick up members at a steady rate and some amazing cars are appearing from the woodwork. It would be an added attraction if we could encourage a few more bike members and owners of vintage or classic commercial vehicles. We have received quite a few letters of thanks from the general public thanking us for putting on an interesting show at Singleton, with the emphasis on the sheer variety of vehicles.

The final figures regarding the Vintage Car Fayre are being put together as I write, and despite the weather improving later in the day, visitor numbers were drastically down. The good news is that the event did not run at a loss, however, the bad news is that very little profit was made. Nevertheless we still have sufficient funds left from last year to continue through this year, and coupled with sponsorship we shall continue to maintain standards and stage class events. Saturday June 7<sup>th</sup> saw the Castles Run rev into action. Fifty One entrants met at Pont Abraham at ten O'Clock ready for the off at ten thirty. As the flag dropped the assorted vehicles left in a casual fashion.

Mark Thomas's TR7 failed to reach the start as did John Cooke's Rover and Peter Bringloe's fire engine. Both the Rover and the fire engine were suffering from overheating problems. We have saved a space in the next run. Mark Thomas however swapped his TR7 for his modern and acted as course car and assisted one or two who had minor problems throughout the day. He was assisted by Phil Rice who came in his modern as the other support car because he had lost the keys to his Landrover. Group Four have since offered him a job in the prison service. Hywel Evans supervised the Marshalling from his motor bike including a long jaunt at a dodgy junction in Llandybie. Many thanks to Mark, Phil and Hywel who did a superb job.

Halfway halt was Carreg Cennen Castle, where we were made most welcome. The food was excellent and the service second to none . A few of the ultra-fit show offs scaled the castle whilst the rest of us took in the beautiful scenery at a sensible altitude. The intrepid explorers then continued their journey to Kidwelly Castle and then back to the finish at the Red Lion at Llandybie where brass plaques were presented to finishers. Mike Green who is a relative of the owners of the Red Lion presented some prizes, rather him than me. As usual he did an admirable job, cosidering the sheer variety of vehicles on the run, with each and every one superbly turned out. What a hard job !!. The food at the Red Lion was excellent and tremendous value for money. We will have to include this in one of our evening runs in the near future.





Gareth and Dean Williams (Gilbern) from Porthcawl are now running specialist courses in how to tell your left from your right. This will consist of placing your car on a trailer being towed by them. You remain in your car on the trailer whilst being taken through a series of left and right turns. From this strategic position you will be able to observe the well practised art of getting lost, but as Gareth said about his navigator, "we always get value for money from the rallies as we tend to do the route twice", He could be Right!! Or should I say Left?. All you need is sufficient petrol which leads me on to Colin Guy who was driving Steve M's MGC. Colin was sat at Fairfach Crossroads in Llandeilo reading the Oxford Concise Dictionary looking for how to spell Empy. He had been towed there by Mark Thomas and was later rescued by a charging White Knight (or was it a Mk IV Jag) with a petrol can.

Our sponsor Jeremy Douglas'Jones of Towy Antiques Fairs, sloped off and got himself a navigators job alongside SHVR member Harry Coley in the immaculate XK150. A well earned reward for Jeremy since he has done SHVR proud.

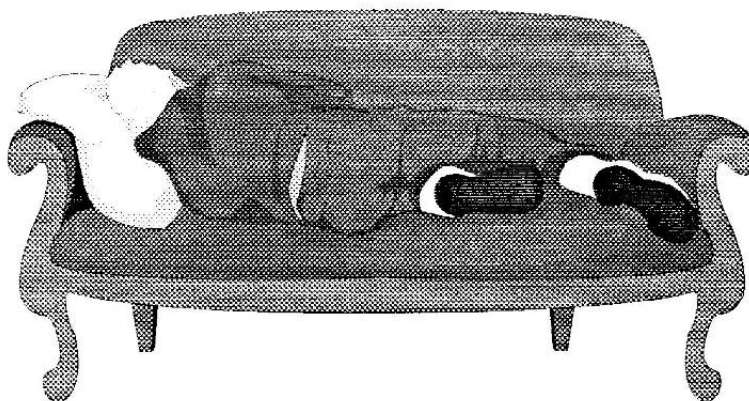
We are continuing to get good press coverage which can only enhance the image of SHVR. We are mentioned again in the Herald Of Wales and an article by yours truly is in their Motor Show edition. Steve M's Jag is on the front page of the Llandovery issue of the Carmarthen Journal with the link to SHVR clearly defined (despite calling us the Swansea Historic Car Register). The evening post have published this year's "Time Travels", and it is on sale now at 30p. It is well worth investing in a copy; apart from the motoring and transport from the past being captured in print, a major contribution to this publication was made by SHVR members. Dave Roberts has done a superb job in compiling and collating the articles and he deserves some form of recognition for his contribution to preserving transport heritage in our area.

Now on to the Mallow trip. Hywel has reported a slow interest in this event. This appears to be par for the course. These events take an awful lot of organising and the least we can do is book early to assist the organiser. I have been informed by Hywel that there is limited space left. Don't delay **BOOK NOW !!!**.

Our next attempt at total chaos is the SHVR barbecue at Pembrey on Saturday 28<sup>th</sup> June. This will be in conjunction with the Welsh Festival of Motorsport weekend and we are currently negotiating free entry for vintage and classic cars, and also a chance to take your car on the new resurfaced track, similar to the event some two years ago. I still require articles and pictures (especially funny or compromising ones !!) for the magazine. Please send contributions to myself, Mike Evans or Steve Mitchell.

Safe and Happy Motoring

*Mike P*



*Time for a kip after the Castles Run*

# SWANSEA HISTORIC VEHICLE REGISTER

MAGAZINE JUNE 1997

## EDITORIAL

The Evening Post recently published a supplement, called "Time Travels," on the history of local transport. Many of our members contributed to it and if you haven't bought one, buy one before they all go.

There has been a fair bit of very promising feedback resulting from the articles, all of which will have to be followed up in due course.

We also have gained useful publicity for the Club which, this year, seems to be exceeding our wildest expectations as far as membership numbers go - 169 and still rising at the last count!

It was very satisfying to get involved in such a project, I only hope that they do it again.

MJE

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## INTER CLUB QUIZ

Swansea Motor Club recently held a quiz night between local motor clubs and a team from SHVR took part. There were six other clubs represented but SHVR won the "Bent Valve" trophy by a clear head. Thanks to all that took part.

## SWANSEA MOTOR CLUB HILL CLIMB

LLYS-Y-FRAN 27 JULY

SMC are holding another Hill Climb on 27 July. Marshals are urgently needed to enable the event to run safely. If you wish to see the event, save £7 by volunteering to be a marshal. Marshals's names are also entered in a free draw.

If you wish to help please contact the Chief Marshal, Ceri Gibbon on 01792 232644 or Ken Davies on 01792 232069. They will be very grateful for all offers of help. See the whole event from the trackside for free!

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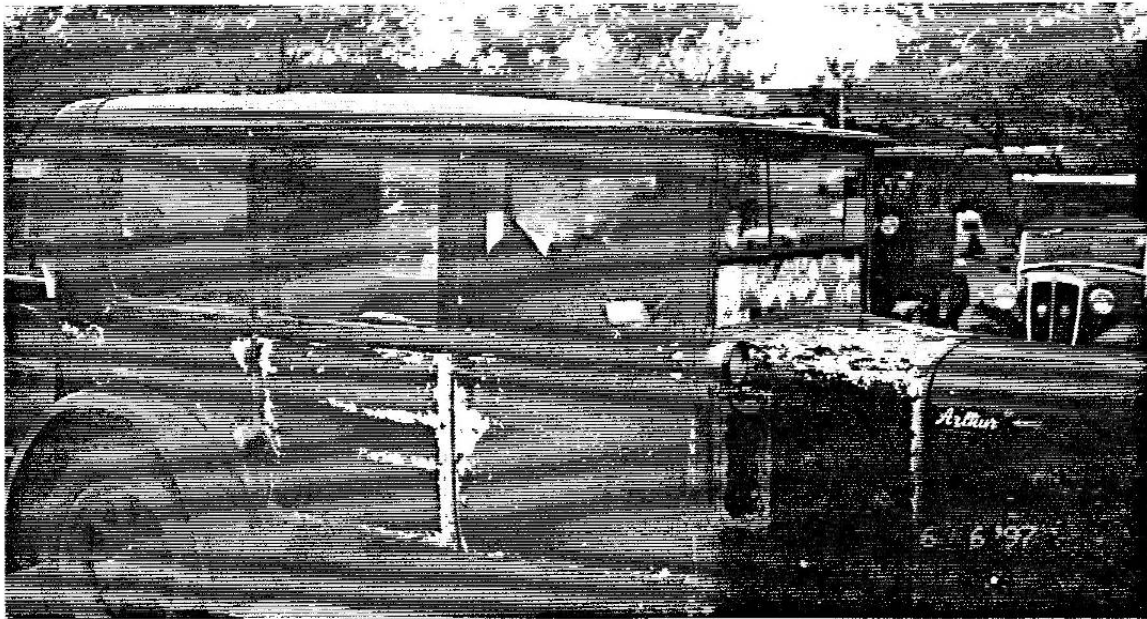
There is a very unkind joke doing the rounds, it is worth repeating to fill up this little space at the bottom of the page.

Q "What is the difference between Damon Hill and Tiger Woods?"

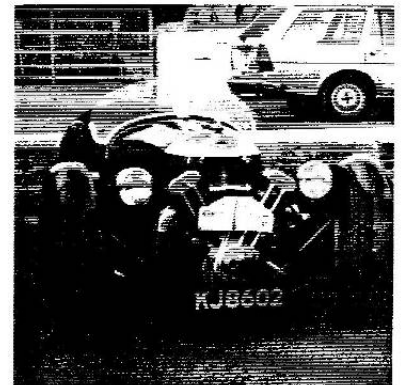
A "Tiger Woods can drive 300 yards!"



Saturday 8th June saw the SHVR Castles Run, fifty-one entrants started the day at Pont Abraham including the very intrepid Mr and Mrs Gerald Jones on their 1968 BSA Star Fire: they completed the entire route despite the weather ranging from pleasantly warm and sunny to stair-rod rain. The entrants were an eclectic selection of members with all cars superbly prepared and gleaming. Mike W-W just failed to win the Autoglym prize for best polished car on the day, the old advertising slogan came to mind: "Never raced or rallied, cleaned or washed"

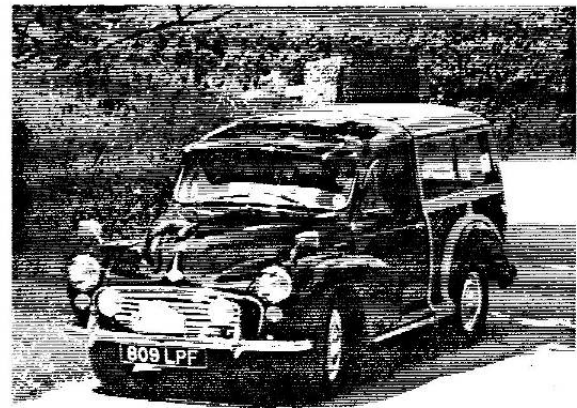
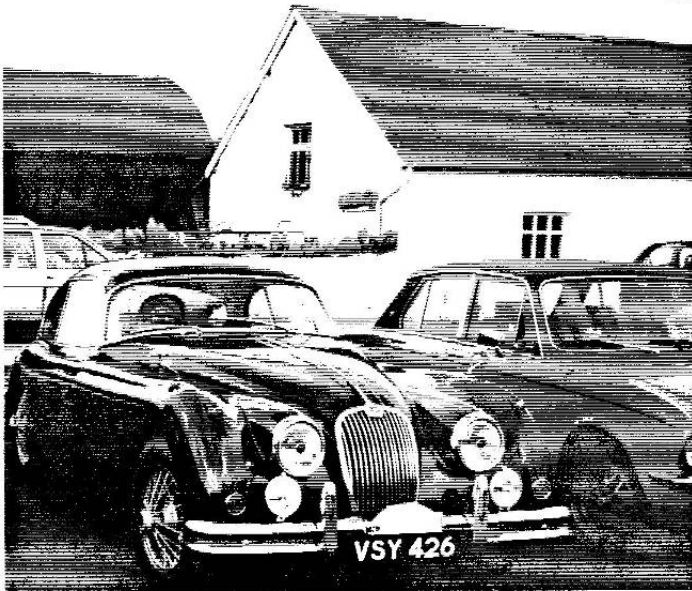


A route of 116 miles (including going to Bethlehem!) meandered in and around the Towy Valley taking in the Castles of Druslyn, Dynevor, Llandovery, Careg Cennen and Kidwelly. Edward I and his chums had clearly been very busy lads in their day. These castles are not only spectacular, they provide an ideal route for a classic car run taking in some of the most beautiful scenery of Wales. Mike had promised that we would stick to main roads so there was no risk of damaging cars in little lanes, and he was as good as his word until we left the motorway! No damage done. In fact the route criss-crossed South Carmarthenshire and took many of us on roads we did not know existed so it was very educational even if we did sometimes question the sanity of the route planner. This may have been questioned before however.





As the representative for the event sponsors, Towy Antiques Fairs, I was very kindly entertained by Harry Coley in his superbly presented XK 150. We bought lottery tickets on the way, he with a view to filling in the gaps in his collection. He has a V12 E as well as the 150 but needs a few more from XK120 to 8 to make a full house.

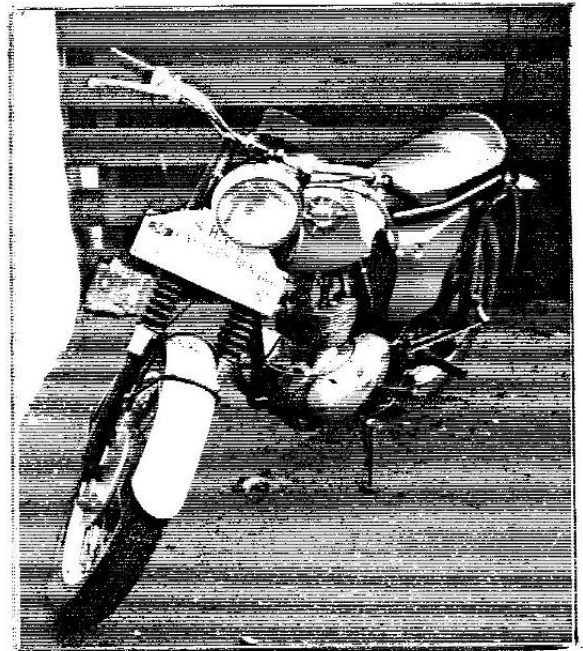
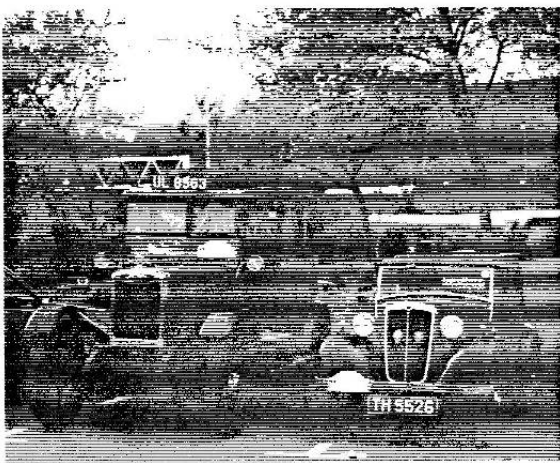


The day included stops at Llandovery, lunch at Careg Cennen, tea at Kidwelly and ended at the Red Lion at Llandybie for a get-together and supper. Suitable refreshment was available at each and the last stop gave the opportunity to announce the judges' decisions for winners in various categories. Best car on the day went to The Jap engined Morgan Supersport of Ted Beaumont. David Hay's Daimler SP250 Dart won Best Turned Out and Alan's taxi took best commercial of the day. Brian Ham took the prize for Best Classic with his superb Morris 1000 Traveller, a tough call for the judges as AD Bowen's Traveller looked just as good to my untrained eye. A special prize went to Paul Warner in his 1962 Zephyr for Spirit of the Rally when he went to fetch petrol for a fellow runner who obviously hadn't bought enough.





Thanks must go to the marshals: Hywel Evans, who turned out again on his exotic motorcycle, to Mark Thomas whose TR 7 didn't want to play so he came in more modern machinery and to Phil Rice who drove the support vehicle. (his Landie was unavailable due to an unfortunate lack of keys.) Thanks also to the panel of judges, well, he looked like a panel of judges to me. Awarding prizes on the day is always a difficult job because all the entrants had put in a huge effort to buy and prepare their cars. It is impossible to mention all the entrants but it is very satisfying when people stop to watch you go past. Wherever we went, you could see fathers saying to their children "I remember..." Yes, nostalgia is what it used to be!



Biggest thanks go to the guys who organised the whole thing: Chairman Mike, Christine P and Steve Mitchell, the latter directing us 'passed' many beautiful sights en route. The amount of work which went into the day was obvious from the very detailed directions and all of us on the day appreciated the time and effort which they put to making the day so enjoyable. Thanks also to their respective wives who not only tolerate them, but also seem to enjoy their husbands' hobbies: if you can't beat them, join them.

Report: Jeremy Douglas-Jones





# MALLOW VETERAN VINTAGE CLASSIC CAR CLUB

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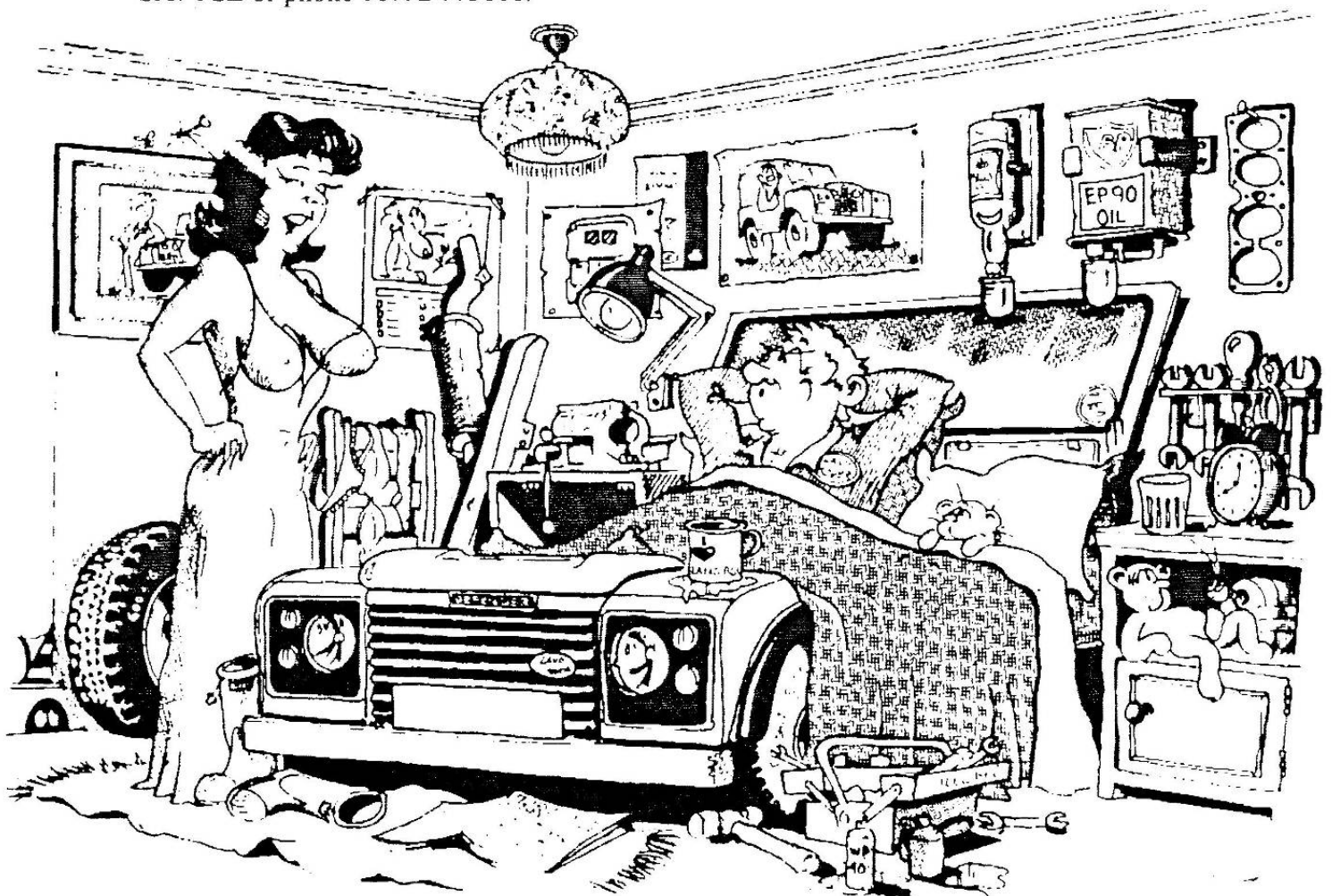
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Cead Mile Failte to all Vintage Enthusiasts and careful drivers to Mallow. It's that time of year again, organising our eighth Annual Vintage Weekend, which takes place on the 4<sup>th</sup>/5<sup>th</sup> & 6<sup>th</sup> of July 1997. We thank you for supporting the weekend in the past and look forward to having you and your friends as our guests for this year's events. As usual we do our utmost to organise a Vintage Weekend for you, that you will always remember.

This year on Friday night the 4<sup>th</sup> July, we have our Annual Sponsors Night at the Hibernian Hotel, which is **FREE ADMISSION** and includes a cheese and wine reception. On Saturday 5<sup>th</sup> July, we assemble at Mallow Castle at 9:30 am and first car away at 10:30. We travel north to the famed "Battle Of The Old Walls" in Liscarroll, where we stop for a coffee break, after which we drive towards Churchtown, Ballyhea and onto the Greenwood Inn in Ardpatrik for lunch. We then drive through Ballythoura Way and Castletownrouche, where we stop for some light refreshments, music, song & dance. After that we return to Mallow and prepare for our Annual Dinner Dance at the Hibernian Hotel.

On Saturday the 6<sup>th</sup> July we assemble at the rear of the Hibernian Hotel at 10:30 am for a mystery run and afterwards back to the New Cork Racecourse in Mallow. Then it's farewell and Bon Voyage for another year to all our friends.

For further details, please contact Hywel Evans, 61 Greenfield Crescent, Llansamlet, Swansea, SA7 9SL or phone 01792 773801.



DON'T YOU EVER THINK OF ANYTHING BUT SEX & LAND ROVERS?

## ☺ ☺ S.H.V.R. NEW MEMBERS ☺ ☺

We are still seeing a steady influx of new members. We must continue to maintain the high standard and value for money principle that continues to attract people. The hardest part is thinking up new ideas. Any ideas would be gratefully received. Just see your local committee member. Note, the chairman is the short guy with silvery hair and wearing a bright red Dennis the Menace SHVR Tee-shirt. Worrying isn't it !!

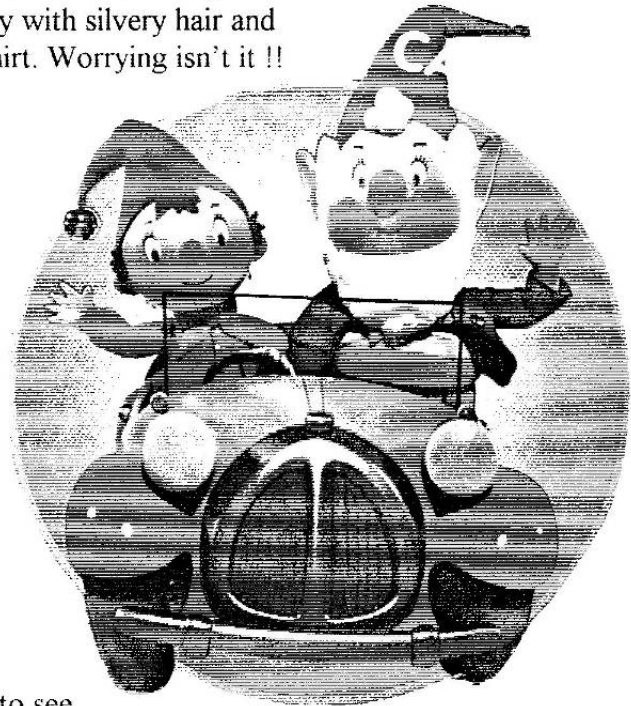
**David Ivor Jones** from Boncath Pembrokeshire has joined with his Austin A55 and Wolseley 16/60.

**David Ford** from North Yorkshire who joins us annually at Kinsale has joined with his 1957 Ford Popular.

**Neville Pugh** from Haverfordwest has joined with his 1930s Rolls Royce.

**Brian Jones** from Crymych has joined with his Triumph TR7, Mini Cooper and BSA Motor Bike.

On behalf of the committee and the club members I would like to welcome, David, Neville, Brian and David to the club. I have this ambition now and that is to see all SHVR members and their cars at one event. Look out ! we've got some serious new ideas to come for next year and beyond.



*Steve M*



**Team SHVR prepares for the Welsh Festival of Motorsport**



## MORE MEMORIES OF KINSALE 1997



Trust the Irish to get it wrong. Alan (Neville's Co Pilot) as part of his chat up line to the waitress said he came from Mumbles. The waitress mistook this for Wombles, scurried off to the kitchen and hastily returned with this beautifully decorated egg. We couldn't figure out the link either, needless to say it got even more confusing as the drinks flowed.



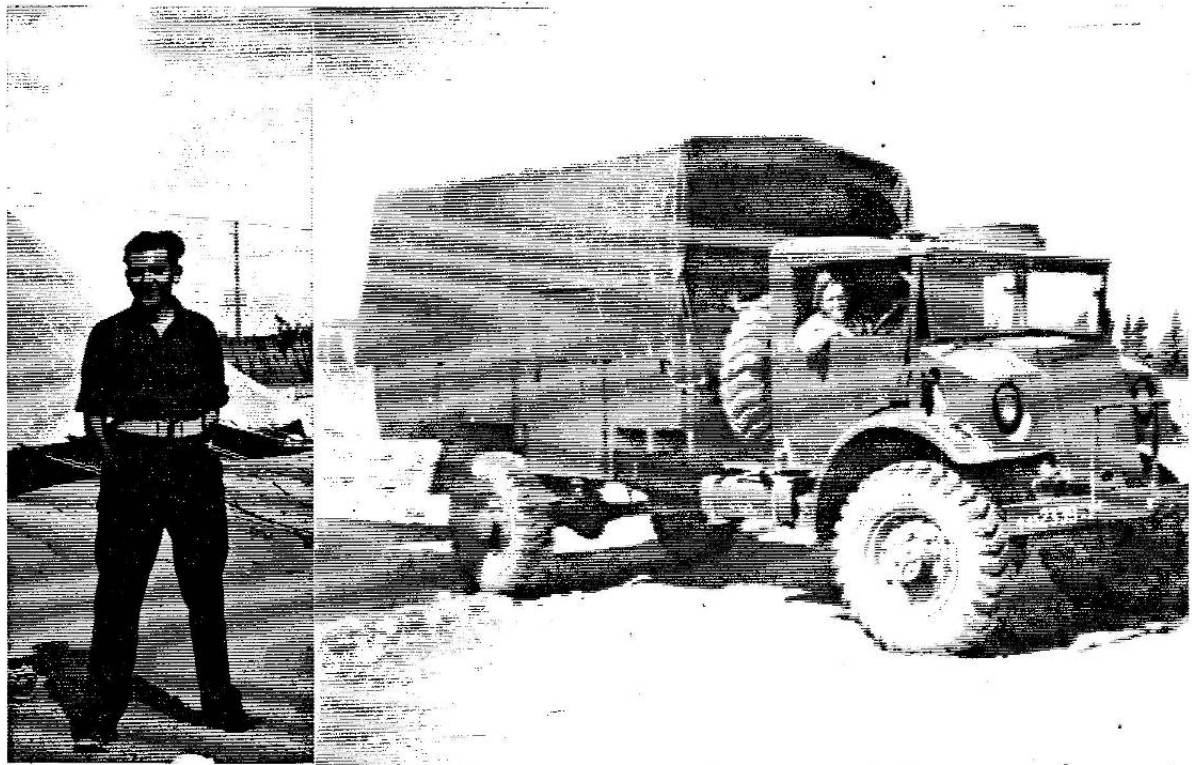
Debbie couldn't figure out the road book either. It's even worse when you start out navigating from the wrong side of the car. Full marks though the roof hardly ever went up despite the occasional heavy downpour. Was this to aid the navigation or was Debbie a secret spy for Tenby Travel.

## 50 YEARS AGO

The vehicles may have been new then, but they are definitely vintage now !!. A then young serviceman in the Royal Artillery, Lynn Thomas, was doing his bit for King and Country. Below, he is seen looking at his five star accommodation for the coming two years.



Lynn recalls the job they were given was the ammunition run. A 1942 Canadian Ford V8 truck capable of 65 miles per hour. Because of all the hidden mines along the route and virtually no protection for driver or passenger we had to sit on sand bags and pack ourselves in with more sand bags in the cab and around our feet, to lesson the impact, should we be unlucky enough to run over a mine. Jeeps were grounded because the enemy used to out wire across the road with the intention of decapitating us soldiers.



Perhaps it was Lynn's time in the oil rich desert that put him in good stead to run the family's oil distribution business and the Mountain Gate when he eventually returned home to Ammanford.



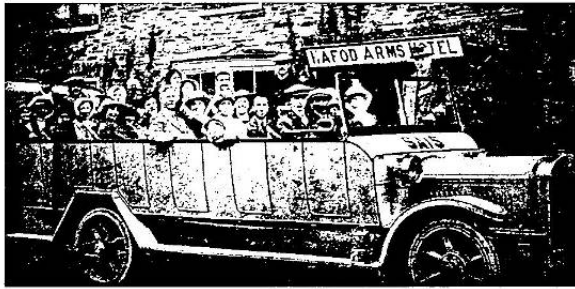
# THE WELSH CONNECTION:

In the issues for December 1995 and January 1996 we looked at Welsh-built motorcycles and cars, and if the fact that Wales had its own motor industry came as a surprise to some - and I'm not speaking of the thriving components industry we still have - then it will probably be even more of a shock to learn that complete commercial vehicles were once built here. Those of which we have knowledge were assembled by established motor traders, and the most successful of these was the Jones.

It was built by a company founded by Thomas Jones, who had previously been a lead miner, and who became the miners' agent in the Trisant and Devil's Bridge area. When a dispute arose between the miners and the mine owners in the 1890s it was Thomas Jones who put the case for his fellow workers. The strike failed, however, and Jones was sacked for his pains.

It's an ill wind that blows no one any good, however, and since Jones was the father of ten children, he moved to Aberystwyth to look for work.

Together with his two sons and in a modest way of business at first, he founded a haulage and passenger carrying business. Initially with horses, this was gradually expanded to encompass horse brakes and carriages, and in 1907 a new Milnes-Daimler charabanc was acquired. An earlier setback when the Vale of Rheidol Railway opened in December 1902 was successfully overcome, the business grew, and the



**A Jones Brothers charabanc of 1913, built entirely in Aberystwyth, and one of six assembled.**

*Courtesy Peter Daniels.*

Milnes-Daimler was followed by a Durham-Churchill charabanc and many cars.

In October 1913, however, The Commercial Motor magazine announced that Jones Brothers (which the company had become) was now building its own commercial vehicles, and it seems that the impetus for this change of policy may have arisen fol-

lowing the employment of G.F. Prew, who had previously been with the Star Motor Company Ltd of Frederick Street, Wolverhampton, makers of both cars and commercial vehicles. A total of six Jones charabancs are recorded as having been built, five being registered EJ 147, EJ 148, EJ 187, EJ 188 and EJ 190, the first in May 1913 and the last in May 1914. The sixth appears to have been WP 6335, which is shown as a three ton 15 cwt truck, and which may be EJ 190 following rebuild.

The first four were fitted with 60 hp engines by White & Poppe similar to those used in fire engines operated by the London County Council, and good for hill climbing, with four speed gearboxes and a compound type live rear axle and built-up steel wheels. EJ 190, however, was initially rated as 30 hp (although powered by a White & Poppe engine) and of 2 1/2 tons capacity, later increased (as WP 6335) to 35 hp and 3 tons 15 cwt capacity.

All the charabancs were painted grey, and carried individual names on their scuttles immediately in front of the windscreen. The example illustrated here by courtesy of Peter Daniels of Salisbury (who found the photo) and Chris Taylor of Cardiff (who did much of the research) is named 'Sais' (Englishman), but there was another called 'Cymro' (Welshman), and other names include 'Furious', 'Hawke', 'His Majesty', 'Knight of the Road', 'Lion', 'Victory', 'Tiger', 'Warspite', and 'Warwick', as the fleet expanded after the war. Not all of these vehicles were built by Jones Brother, however, and no more seem to have been built after the war.

By the time of the Armistice White & Poppe, who had supplied Jones Brothers with their engines (and William Morris, too, for his cars) were working closely with Dennis Brothers of Guildford, the truck and fire engine makers, and were eventually taken over by them. It is interesting, therefore, to learn that the ebullient Tom Norton, whose other business venture we have already covered, entered into an agreement with Dennis Brothers in February 1919 to build Dennis-Portland charabancs. Norton was a director of Dennis-Portland Ltd., the company taking its name from its London address of 214,

**Two advertisements for Jones Brothers from the Aberystwyth town guide in the 1920's.**

*Courtesy of Graham Thomas*

Telephone: 111  
Aberystwyth

**The WEST WALES GARAGES, LTD.**  
NORTH PARADE

**MOTOR GARAGE AND ENGINEERING WORKS**

Distributors for the Best Makes of Cars  
An Up-to-date Engineering Plant for Repair of all Motor Vehicles

Large Stock of Accessories. Private Lock-ups. Accommodation for 100 Cars.

**CARS FOR HIRE**  
14-SEATER PNEUMATIC-TYRED MOTORS WILL RUN TO ALL PARTS DAILY. PRIVATE PARTIES A SPECIALITY. Estimates given

**GARAGE OPEN DAY AND NIGHT**

**JONES BROS.**  
PIONEERS IN THE MOTOR CHAR-A-BANC TRADE

**LOOK OUT FOR THE GREY & RED CARS**

Leaving Marine Parade Daily, 10 a.m. and 2 p.m.

Trips arranged to all places of interest, viz., Llandrindod Wells, Eilan Valley, Dolgelly, Talyllyn Lakes, Bettws-y-Coed, Tenby, &c.  
All Cars fitted with Pneumatic Tyres

Up-to-date Touring and Closed CARS FOR HIRE

**NOTE.** Also Proprietors of the new and up-to-date fleet of Red and White Cars.

Booking Offices: 58 TERRACE RD. & GARAGE, NORTH PARADE  
Telephone: No. 49

Head Office: GARAGE, NORTH PARADE  
Garage Accommodation for 200 Cars

# Keeping up with the Jones

## 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*.

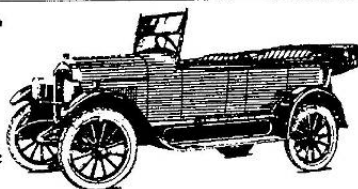
A 1927 Austin 20/4 saloon serves as his everyday transport and a 1913 8 litre Fiat limousine, a 1921 Angus-Sanderson tourer, a 1926 Storey 17/70 and a 1953 Austin A40 Somerset, along with two flat tank motorcycles, constitute the rest of his current motor collection.

Mike has recently added to his list of honours by being awarded the prestigious Prince Henry Trophy. The trophy - taking the form of a model of the Vauxhall Prince Henry, Britain's first sports car - is presented by the Friends of the National Motor Museum Trust to the organization or individual making 'a major contribution to the world of the historic vehicle and its preservation'.

Generally recognized as the historic motoring 'Oscar', the trophy was presented to Mike on 22 March by Lord Montagu of Beaulieu at the Federation of British Historic Vehicle Clubs annual conference, held at the British Motor Heritage Centre in Gaydon. More on this in a future issue. In the meantime, congratulations, Mike. You deserve it.

Brynhoffnant and the other in North Wales) I would not have thought that sufficient were sold in the Principality to justify the special hub caps. Durant had an assembly plant on the Slough Industrial Estate, and it may well be that the 'dragon' hub cap was supplied in response to requests from Welsh dealers. You can see Ford, Vauxhall, or Rover doing that today, can't you!

### DURANT CARS.



The most Economical Car. 2000 miles to gall. Lubricating Oil. 30 miles to gall. Petrol.

Engine pressure feed lubrication.

5 Seater Standard Durant Rugby	£
15.6 h.p.	165
"Special" Built Model	188
10 Cwt Commercial Delivery Van	165
15 Cwt Ditto	275

Agents for the Famous HILLMAN CAR, and other well-known makes of Cars supplied.

Specialists in overhauling magneto lighting sets, and makers of spare parts.

**Harries Towy Works Ltd.,**  
MOTOR AND GENERAL ENGINEERS  
**CARMARTHEN.**

An advert for Durant cars by Harries Towy Works Ltd. Carmarthen.

their past involvement in the motor trade. Reader Michael Lowndes of Llanstephan (whose father's Lowndes Garages we covered in April 1996) adds a little to the Towy Works story, however, with this early advertisement showing that they were also agents for the Durant car.

Now the Durant was an American car built by William Crapo Durant (yes, really) who had previously controlled General Motors not once, but twice. Intriguing. Michael sends in a photo of a Durant hubcap which he actually found in Towy Works, and you can see that it clearly features the Welsh dragon.

Although I know of two Durant-built Rugby cars found in Wales (one at

Great Portland Street, London W1.

Norton also became Chairman of G.W.K. (1919) Ltd., the makers of the G.W.K. friction-driven car made in Maidenhead, and at least one Norton cyclecar was built under his own name and registered FO 317 in June 1913. A 26 seater Dennis-Portland charabanc was registered FO 1083 in 1921, but none of these ventures were successful and their failure led to the eventual splitting of Norton's enterprises, the Automobile Palace taking territory to the north of Llandrindod Wells, and Tom Norton Ltd., that to the south.

Jones Brothers faced considerable competition from the G.W.R., the Crosville bus company and others after the Great War, and the passenger carrying side went into receivership in 1932. The Receiver ran the company himself in 1933, subsequently selling out to Crosville. A new company, Jones Brothers (Aberystwyth) Ltd., then operated cars from that town in the remaining years before World War II.

In the March 1996 issue, we featured Towy Works Ltd., and detailed

A Durant hub cap found in Towy Works, and bearing the Welsh Dragon.





## Events Diary 1997

Date	Event	Contact
♣ ♣ JUNE 1997 ♣ ♣		
Monday 16th June	SHVR Club Night	
Wednesday 25 <sup>th</sup> June	SHVR Evening Run	Mike Palmer 01792 203638
Saturday 28 <sup>th</sup> June	Club Barbecue Pembrey Cct Welsh Festival Of Motorsport	Steve Mitchell 01558 650620 Mike Palmer 01792 203638
Sunday 29 <sup>th</sup> June	Pendine	Viv Belcher 01792 895086
Saturday 28 <sup>th</sup> June	Pontardulais Carnival	Steve Thomas 01792 882382
Saturday/Sunday 28/29th June	Steam Fair & Tractor Pull	Tony Allen 01646 651240
♣ ♣ JULY 1997 ♣ ♣		
Sat/Sun 5th/6th July	Glamorgan Iron Horse	Richard Jones 01656 723944
Sat/Sun 5th/6th July	Bromyard Gala	
Sunday 6 <sup>th</sup> July	Oakwood	M Beynon-Evans 01994 240142
Sunday 6 <sup>th</sup> July	Margam Park	Viv Belcher 01792 895086
Saturday 12 <sup>th</sup> July	Neath	Viv Belcher 01792 895086
Sunday 13th July	Golden Grove T.V. V. C.	Julie Richards 01267 230438
Saturday 19 <sup>th</sup> July	Pennard Carnival	Andrew Fisher 01792 232037
Monday 21st July	SHVR Club Night	
Saturday 26 <sup>th</sup> July	Whitland	Carolyn Jones 01994 240811
Sunday 27 <sup>th</sup> July	Jag Racing & SHVR Display	Mike Palmer 01792 203638
Sunday 27th July	Scolton Manor	Tony Allen 01646 651240
Sunday 27 <sup>th</sup> July	Llys-Y-Fran	Chris Thomas 01267 290292
<i>To Be Confirmed</i>	Bromyard Gala	John Wilkinson 01885 483378
♣ ♣ AUGUST 1997 ♣ ♣		
Sat/Sun 2nd/3rd August	Wootten Under Edge	Mike Sonley 01454 228936
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
Sunday 10 <sup>th</sup> August	Three Cocks	Mr G Moore 01497 851296
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

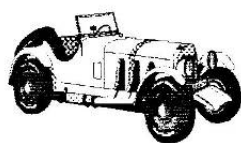
## Events Diary 1997

Date	Event	Contact
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
♣ ♣ <b>SEPTEMBER 1997</b> ♣ ♣		
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	Beacons Run	Robin Jones 01792 419780
Sunday 21 <sup>st</sup> September	Tredegar Park	Roger Wood 01633 891262
♣ ♣ <b>OCTOBER 1997</b> ♣ ♣		
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	

## FOR SALE

1964 MG 1100. 90% restored unpainted bodyshell. Repairs to doors needed to complete. Mostly original panels and ex-pressed steel reproductions used. Seam welded for historic rallying. Cost £1300 to restore. Any reasonable offer considered.

Also heritage certificate and all other mechanical parts to complete restoration available. Please phone Hywel Evans on 01792 773801.



## WANTED

Motor Club Badges.

Phone Mike Palmer on 01792 203638



### 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 694918
Johnny Howells -	01792 425745
Tony Vaughan -	01792 366640

### PRESIDENT

Johnny Thomas - 01267 290215

### PATRON

Ray Legate - 01923 827551



## THE DJ NEVADA

Most of you will have heard of the Dax Cobra, a glass-fibre kit car replica of the AC Cobra, built by D.J. Sportscars of Harlow, Essex. D J Sportscars also built Porsche 356 kit cars and an on/off road buggy kit called the D.J. Nevada.

Designed and built by Garry Saunders, it was based on the VW Beetle and Transporter Van. Using the van transaxle and rear suspension with Beetle ball joint type front suspension. The van transaxle was supplied to DJs by the customer stripped and cleaned. It was then placed in a jig and a spaceframe was built around it. The spaceframe was made of cold drawn CDS 2 steel, fishmouthed at the joints and welded to give a very light and strong construction. A glass-fibre bonnet and roof panel were supplied with the chassis but both the pedal box and windscreen were extras. Costing £1,144 (inc. VAT) in 1987 it was not cheap, so only six were sold.

The single left hand drive example was fitted with van front suspension and went to France as a road car. It had it's roof bars removed and a second roll bar fitted.

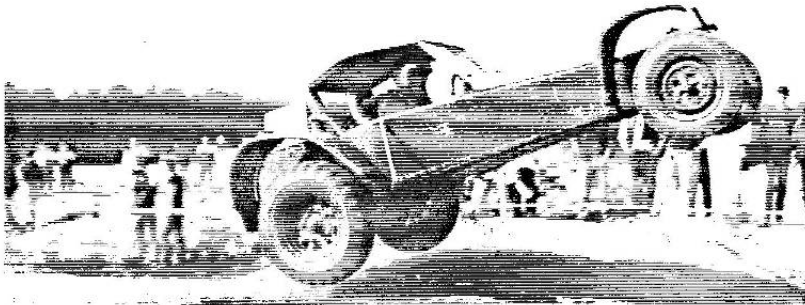
Four cars were used for off-road racing, mainly with the All Wheel Drive Club in competition safaris. These were a timed event

around a five to fifteen mile course, usually of about fifty miles duration. The competition cars had to comply with RACMSA regulations and so were fitted with battery cut off, fire extinguishers, full harness etc. They did not need to be fitted with roll bars as the spaceframe itself was the roll bar. The fate of the sixth car is unknown to me but three of the four are still racing and one is awaiting a total rebuild.

In 1987-88 race trim the four Nevadas had 1600cc VW engines and transporter gearboxes and a split braking system front/rear. The rear brakes were on the right-hand pedal and the front brakes on the left. The steering was a standard VW box but these were completely worn out after 150 mile off road so they were replaced with Vauxhall rack and pinion units. The VW front end was clamped to the chassis at an angle to raise the ground clearance. This had the effect of changing the steering geometry to give the car very good straight line stability in the rough.

Firestone 750x16 SAT tyres on Wella rims were used on the rear so top gear could only be used on long fast straights. But they gave very long gears in 1st, 2nd and third which were ideal for this type of racing.

The front tyres were 15 or 16 inch ribbed tractor tyres, depending



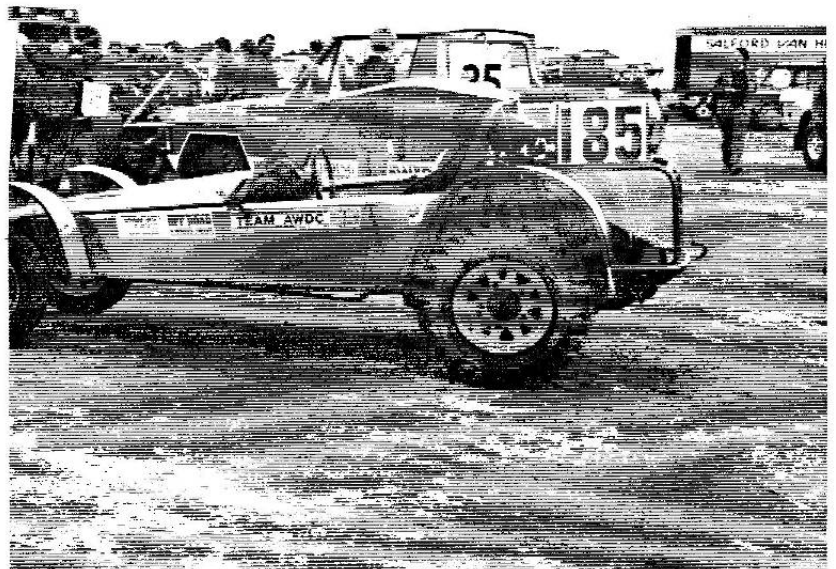
on the conditions. The suspension stayed more or less standard VW with heavy duty adjustable shock absorbers, two on the front and four on the rear. The rear torsion bars were taken a couple of splines round to stiffen up the ride and the spring plates were ground down to give extra travel.

Nevadas were very competitive in their class and they won many Trophies between them. They are still racing but are now in different hands and are outclassed by full race machines costing thousands of pounds. These have long travel suspension, Hewland gearboxes and racing engines but the thrill of racing a Nevada off road will keep these tough little cars going for a good many years to come, just for the fun of it.

Gary Sanders also built one Mk2 Nevada, a single seater (Mk1s could be fitted with two seats) with long travel wishbone suspension and a 2 litre turbocharged VW engine. This car was later sold on and was racing at Kilgetty Farm near Saundersfoot last year. It now has a Golf GTi engine.

I wonder if the Nevada will ever become a Classic like some of the early trials cars and end up in a collection somewhere or just fade away without trace?

Phil Kingdom, Retired Nevada racer





## SHVR BARBECUE PEMBREY SAT 28<sup>TH</sup> JUNE

This is a new event for us and is part of our initiative to forge much better links to the Motorsport Centre at Pembrey. The event is in conjunction with the Welsh Festival of Motorsport. Please note that practice is on Saturday and full racing on Sunday. The ticket will permit free entry on Sunday as well. Tickets are available from myself or Steve Mitchell. The rules are quite simple, it is **free** entry if you turn up in a classic, veteran or vintage vehicle. The racing programme includes **Historic Saloons and racing cars, "Not To Be Missed"**. The SHVR display will be located on the grassed area just outside the paddock. We will be setting up early on the Saturday to try and create our own club stand, similar to Singleton.

We have been promised that we will be able to take our cars on the newly tarmacked circuit at the end of Saturdays practise. We will be setting up at least two calor gas barbecues for use by members or guests. It's up to you to use this facility and bring your own (fast !!) food and drink. Don't forget tables and chairs.

Please be at the circuit by 10:30 on Saturday. Any early birds who could help set up the club stand would be much appreciated. Please see either myself or Steve M. If you want to attend on either both days, Saturday, or Sunday, again, please see either myself or Steve.



## SHVR EVENING RUN WEDNESDAY 25<sup>TH</sup> JUNE

This will start at the usual Pont Abraham start point around 7 pm on Wednesday the 25th June. We will leave the services at 7:30 prompt for approximately one hours gentle meander up to the Halfway Inn at Nantgaredig. There is an excellent choice of bar meals, or for those who wish, the restaurant will be open for full A La Carte meals. All we need is the weather. Please contact either Mike Palmer or Alan Broughton so we can gauge numbers.



# BRITISH AUTOMOBILE RACING CLUB

## FINAL INSTRUCTIONS

### PEMBREY CIRCUIT - 28TH & 29TH JUNE 1997

#### TIMETABLE

#### SATURDAY 28TH JUNE 1997

PRACTICE	SESSION TITLE	SIGN-ON/SCRUTINEERING
10.40 - 11.00	Classic Saloon & Historic Touring Car	09.00
11.10 - 11.30	Modified Production & Renault Clio	09.50
11.40 - 12.00	Welsh Sports Saloons (1st session)	10.20
12.10 - 12.30	Post Historic Touring Cars	10.50
12.40 - 13.00	Ace Vehicle Deliveries Sports Saloons	11.20
13.10 - 13.55	Lunch Break	
14.10 - 14.30	Citroen 2CV (1st Driver)	12.50
14.40 - 15.00	Citroen 2CV (2nd Driver)	13.20
15.10 - 15.30	Formula Saloons	13.50
15.40 - 16.00	Group 1 Touring Cars (1st Driver)	14.20
16.10 - 16.30	Group 1 Touring Cars (2nd Driver)	14.50
16.40 - 17.00	Welsh Sports Saloons (2nd session)	15.10

#### SUNDAY 29TH JUNE 1997

#### RACING STARTS 10.30

RACE	RACE TITLE	LAPS	START	GRID
1	BARC/CSCC CLASSIC SALOON CAR & HISTORIC TOURING CAR CHAMPIONSHIP in association with DUNLOP	12	S	1 X 1
2	BARC/RSCC MODIFIED PRODUCTION SALOON CAR CHAMPIONSHIP & BARC RENAULT CLIO CUP in association with MICHELIN	14	S	1 X 1
3	P+P SUPPLIES WELSH SPORTS & SALOON CAR CHAMPIONSHIP (RACE 1)	12	S	1 X 1
4	BARC/CSCC POST HISTORIC TOURING CAR CHAMPIONSHIP in association with DUNLOP	12	S	1 X 1
5	ACE VEHICLE DELIVERIES SPORTS & SALOON CAR CHAMPIONSHIP	12	S	1 X 1
12.40 - 13.45	Lunch Break			
6	ANDY SPARES/FIRESTONE NATIONAL 2CV CHAMPIONSHIP - 2 DRIVER RACE	1 HOUR	S	1 X 1
7	MERCURY AUTOPARKS FORMULA SALOON RACE	16	R	2 X 2
8	BARC/CSCC GROUP ONE TOURING CAR CHAMPIONSHIP in association with DUNLOP - 2 DRIVER RACE	1 HOUR	S	1 X 1
9	P+P SUPPLIES WELSH SPORTS & SALOON CAR CHAMPIONSHIP (RACE 2)	12	S	1 X 1

S = Standing Start

R = Rolling Start

Events 2 - 9 will start as soon as possible after the preceding Event



## 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.

### **NEW ITEM**

Rally Style Car stickers (CAIO, ABERTAWE, AUTUMN RUN & KINSALE 1997) £2.00.

### **NEW ITEM**

Rally Style Windscreen stickers (As Above) £2.00.

### **NEW ITEM**

Old logo City of Swansea Commemorative Plate £5.00.

### **NEW ITEM**

Maserati Commemorative Rally Mug £3.00.

### **NEW ITEM**

Kinsale Rally Commemorative Bone China Plate £16.50.

### **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.

## EVEN MORE MEMORIES OF KINSALE 1997

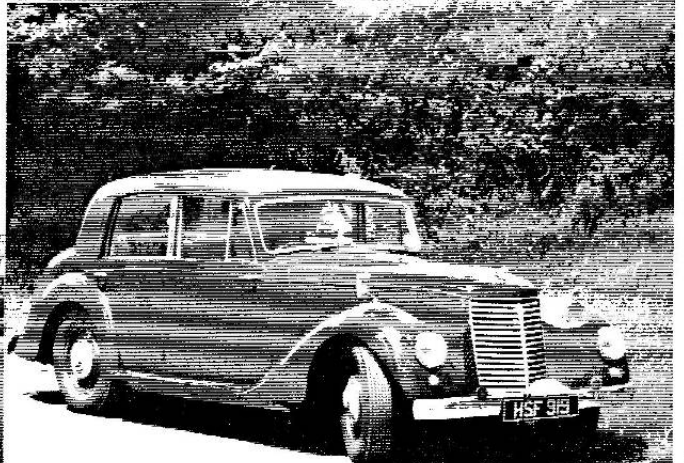
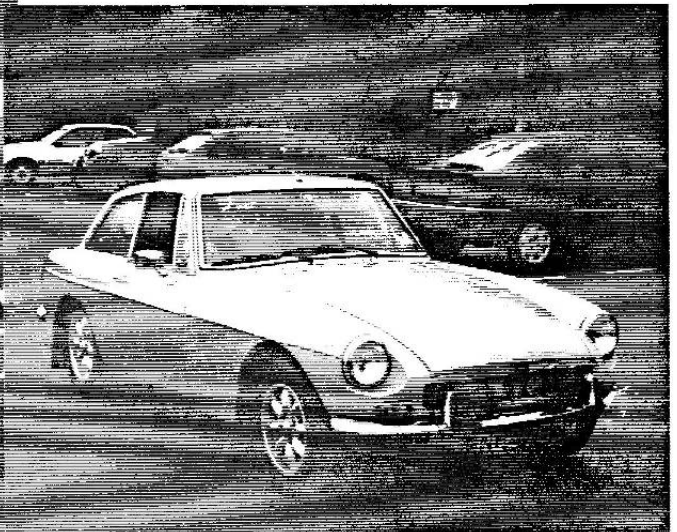


SHVR team of Moicle impersonators preparing to pass through customs at Rosslare. Were these people really SHVR members or were they members of a new comedy band called "Fred Shed and the Leantoo's". Note that some of the team are quite as lean as they were on the outward journey. Headgear was supplied by Ladybird. Pauline Hughes said afterwards that she couldn't ever remember Neville with hair (albeit ginger).

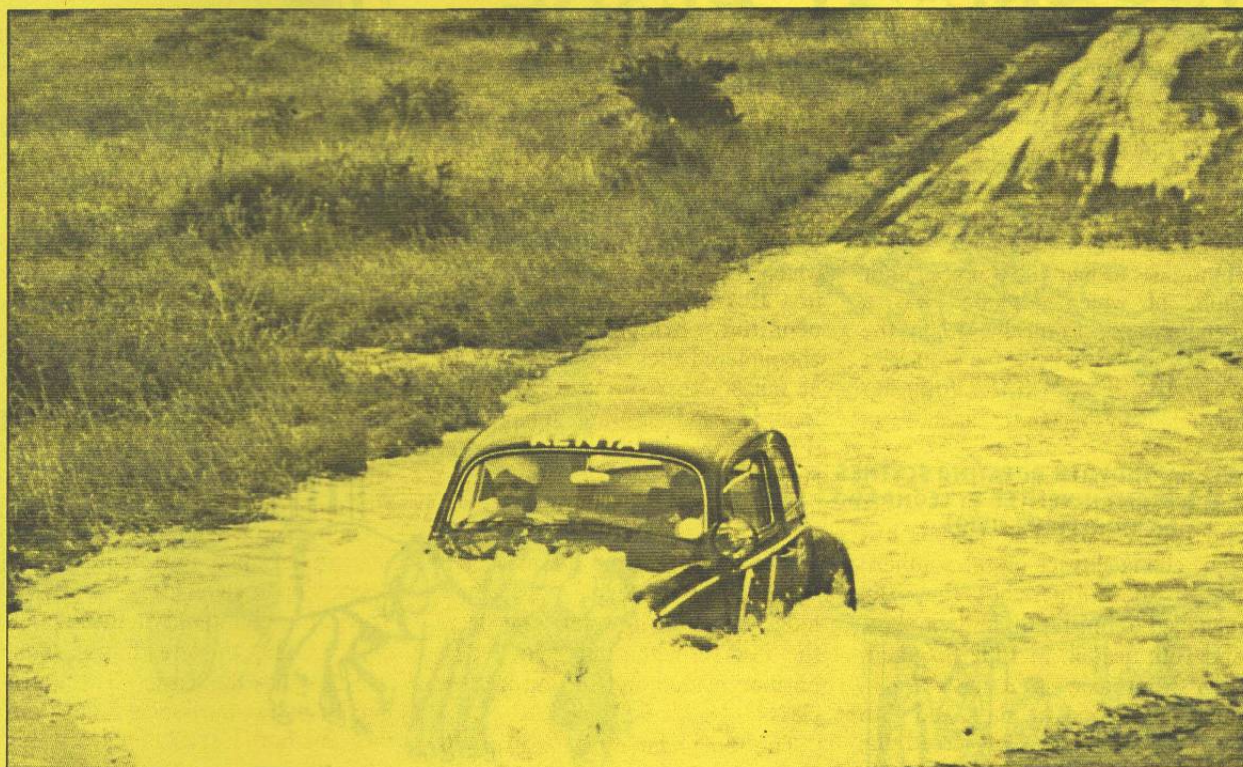


All owners of left hand drive cars should note that after about 100 miles not only can you not tell right from left, you also have problems with front and back. We have the evidence, let this be a warning.









This car seemed to cope well with the wet conditions at this year's Singleton Show

## LOUGHOR CARNIVAL

Loughor Boat Club are holding a Carnival and Regatta on Saturday 16<sup>th</sup> August at 2 pm. They would like to have one or two old cars to carry the Carnival Queen and the male equivalent around the procession route. Drivers will be fed and watered. If you are interested, please ring Phil Brock on 01792 897883 (home) or 01792 885540 (work).

## WANTED

Articles for this Magazine. Please send to :-

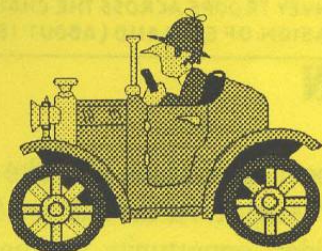
Mike Evans  
37 Priors Way  
Dunvant  
Swansea  
SA2 7UH

or

Mike Palmer  
10 Carnglas Avenue  
Sketty  
Swansea  
SA2 9JG

or

Steve Mitchell  
Tyn-Y-Lan  
Porthyrhyd  
Llanwrda  
SA19 8PB



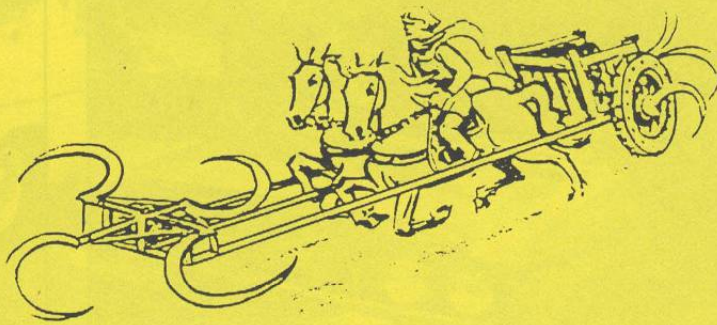
## STILL WANTED

Badges, information or anything to do with the "Welsh Automobile & Aero Club"  
Please ring Mike Evans on 01792 206686

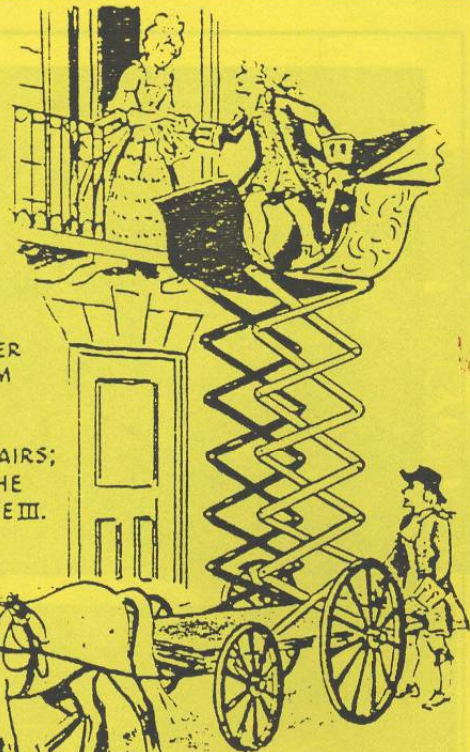


# Historical Flops

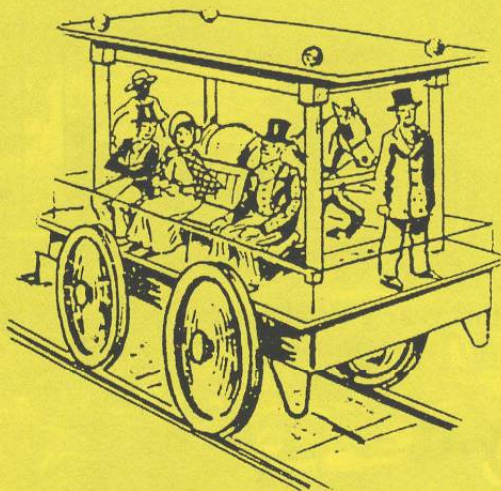
THE STORY OF SOME UNSUCCESSFUL INVENTIONS



A WAR CHARIOT WITH ROTATING SCYTHES BACK AND FRONT, INVENTED BY LEONARDO DA VINCI (1452-1519)



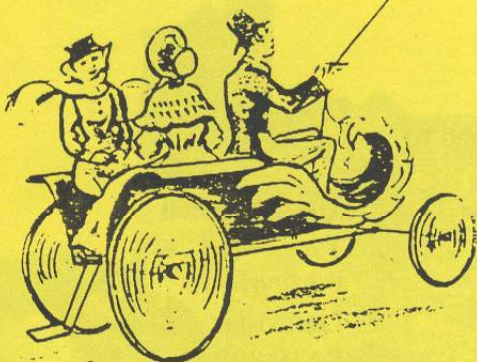
A CARRIAGE DESIGNED TO DELIVER A LADY STRAIGHT TO HER DRAWING ROOM WITHOUT THE TROUBLE OF WALKING UPSTAIRS; DESIGNED IN THE TIME OF GEORGE III.



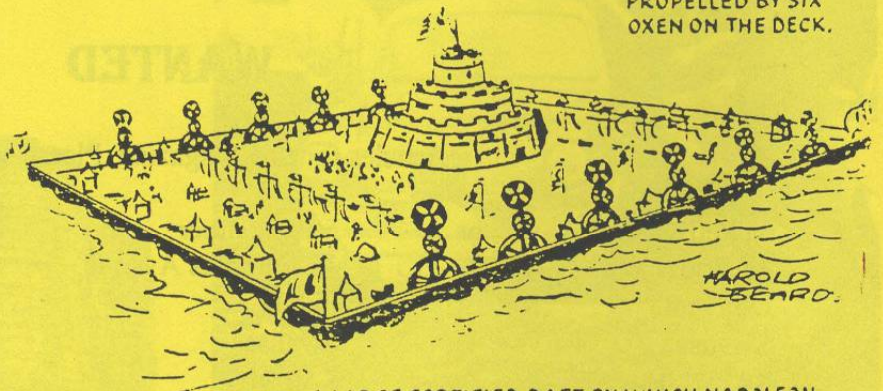
A HORSE TREADMILL RAILROAD WAGON, DEvised IN AMERICA IN 1825.



AN ANCIENT GALLEY: THE BOAT HAD SIX PADDLE WHEELS PROPELLED BY SIX OXEN ON THE DECK.



THE CRAZE OF 1827: THE "CHARVOLANT," WHICH WAS DRAWN BY A NEW TYPE OF KITE.



A LARGE FORTIFIED RAFT BY WHICH NAPOLEON HOPED TO CONVEY TROOPS ACROSS THE CHANNEL FOR THE INVASION OF ENGLAND (ABOUT 1800).

## TOWY EVENTS AUCTION

Towy events organises the Haverforwest Antiques and Collectors Fairs, the next of which will take place at the show ground at Withybush on Sunday 6<sup>th</sup> July and Sunday The 24<sup>th</sup> August. At the Fair in March, an SHVR member displayed and **sold** a classic car. This presents an ideal opportunity for someone wanting a little extra space in their garage for their next project and to realise some much needed cash.

If any club member would like to offer for sale an historic car, there is space available. Please contact Jeremy Douglas-Jones on 01792 403992, (0370 986791 Mobile) for more details.