

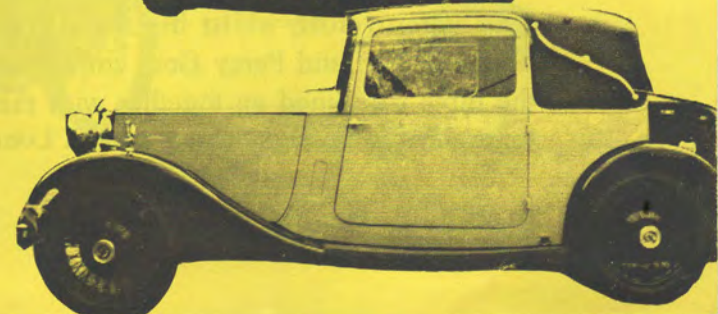
S.H.



V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER
20 YEARS SERVING THE ENTHUSIAST

NOVEMBER 1997 MAGAZINE



THE THOUGHTS OF CHAIRMAN MIKE

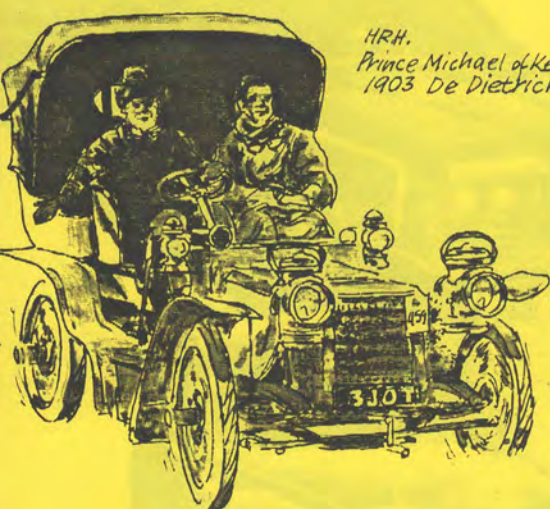
Winter
Draws
On !!



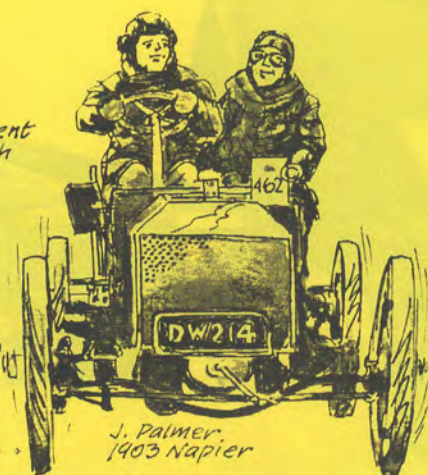
The clocks have gone forward an hour ! (or was it back !!). That's it then ! We failed, winter still managed to catch up with us despite all our attempts to hold it at bay, still we didn't do too badly. Either way, does it mean that it's time to put the cars away and get the slippers out ? Oh no! It's polish the veterans, get out the winter woollies (or SHVR Sweatshirts), fur hats and coats, and head for Hyde Park for 101st London to Brighton Run. Some 500 hardened enthusiasts started early Sunday morning on the 2nd November for the annual spectacle ending at Madeira Drive in Brighton.

The Welsh contingent consisted of Johnny and Binks Thomas in the 1902 Napier, hotly persued by Chris in a 1903 Phoenix which to the uninformed resembled a two seater bath chair, which appeared to be jet propelled. I was

given the red flag at Hyde Park, I'm still not sure why. However Christine and myself met up with our friend (from Hamburg) Eckhard (remember him from Kinsale) at Crawley and we all continued to Brighton. We were overtaken on route by Jimmy Bowen in a 1903 Cadillac entered by another Irish associate, most unusual to see a wind powered musically driven Veteran !!.



HRH.
Prince Michael of Kent
1903 De Dietrich



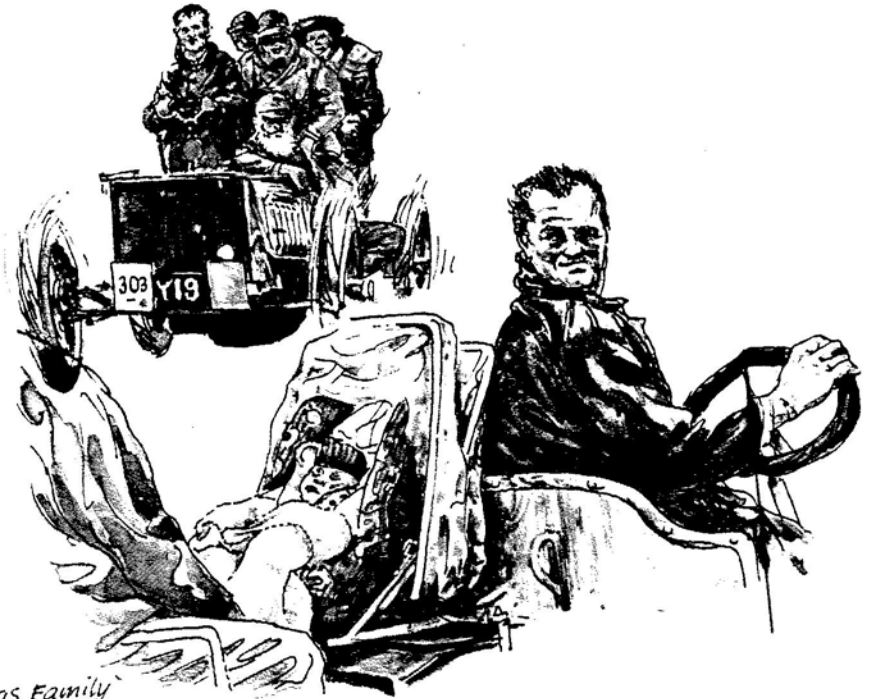
J. Palmer.
1903 Napier



The weather was superb and everyone had a most enjoyable run. We later met up with the other local Welsh contingent Leyton Roberts and his family, in Madeira Drive, where we were treated to compulsory refreshments. Anthony and passengers completed the run in a 1903 Thornycroft, whilst his sister Lorna and friends were superbly turned out in a 1903 Clement. Phil and Percy Goss completed the trio in the 1903 Mors, quite a spectacle to see the three cars lined up together with their gleaming brasswork. We stopped over for a few extra days to go sightseeing around London with Eckhard.



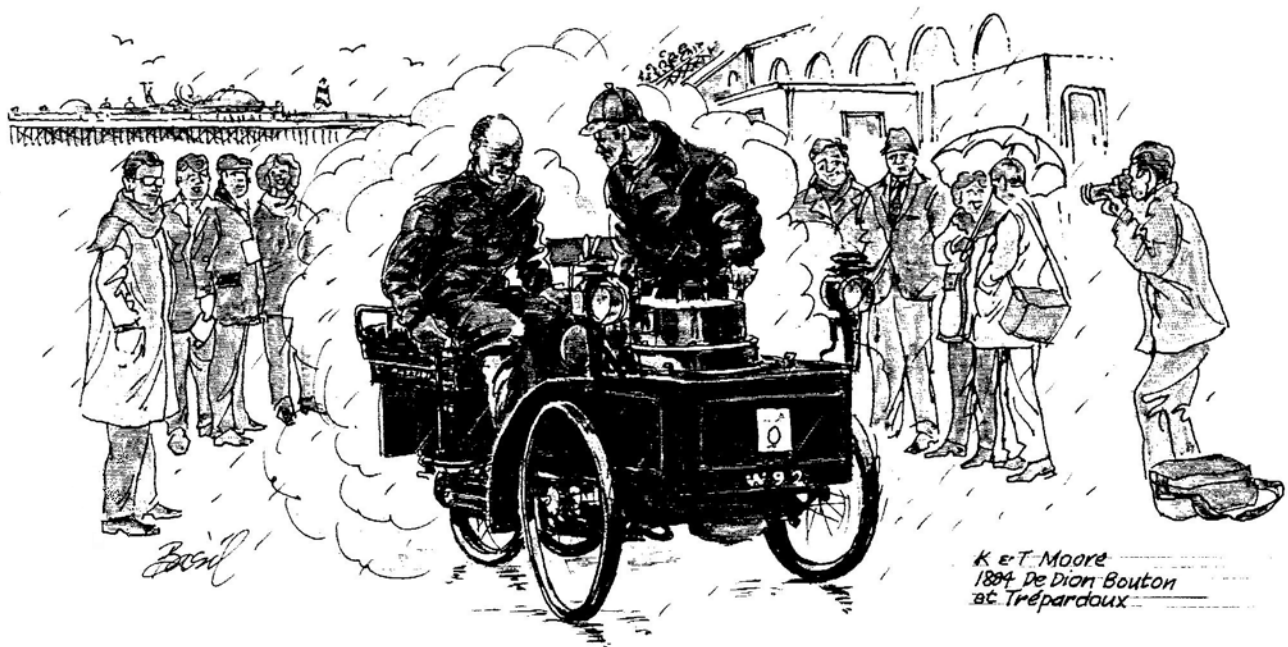
Samuel Greco Jr.
1903 Oldsmobile



The Thomas Family
1902 Napier

The change from the evening run to the Sunday lunch run looks to be a popular move, the event was well supported and everyone was extremely well fed at the Halfway Inn. In fact there were some who went straight there, must have been hungry. I am running short of photos of members cars to put on the front cover of our magazine. If your car has not been on the front cover, please send me a clear picture and you will be in print forthwith.

Don't forget that Decembers club night and Christmas buffet will be at the Murton Rovers Rugby Club. For those who are not sure how to get there, the easiest route is to continue west down the Mumbles road until you reach Blackpil and turn right signposted "Bishopston and the Gower". Continue over the common for a few miles and trun left before reaching Northway Esso Garage. Continue a short distance to the halt sign and turn right, then immediately right into the Rugby Club opposite the Plough and Harrow.



K & T Moore
1894 De Dion Bouton
at Trépardoux

The 1997 SHVR Oscar award ceremony will start at 8.30 followed by the buffet and an auction of parts and memorabilia. If you have any items you would like to donate for the auction or the raffle, please bring them along with you on the night. It all helps to swell the club coffers. The buffet is free to club members and their partner. If you wish to bring any guests, they will be charged £3.50 per head.

The AGM is not too far away and we need to start making our plans for next year. If you would like to become a committee member then please contact me. I want to ensure that all committee members have a definite job to do and that this fits in with the aspirations and needs of SHVR and individual abilities. Singleton will be the prime driver, with my current plan being to set up a team specifically to run the Vintage Car Fayre. I would like to have all nominations for the committee by the beginning of January, and do not want to have last minute offers on the night.

The best caption award at last month's club night went to Dave Howells, who put forward, **"Once you cut the umbilical cord, slap it's arse and see if it cries"**. The runner up was Phil Kingdom who offered - **"I don't need brakes, I just throw it out"**.

Other offers included :-

"This Jaguar has all the extras including the deluxe inflatable!!"

"Bubble and squeak".

"I'm forever blowing Bubbles".

"I'll push this dam Jag of the road yet !"

"Has Mike had sprouts again ?, Oh no it's the bubble car !"

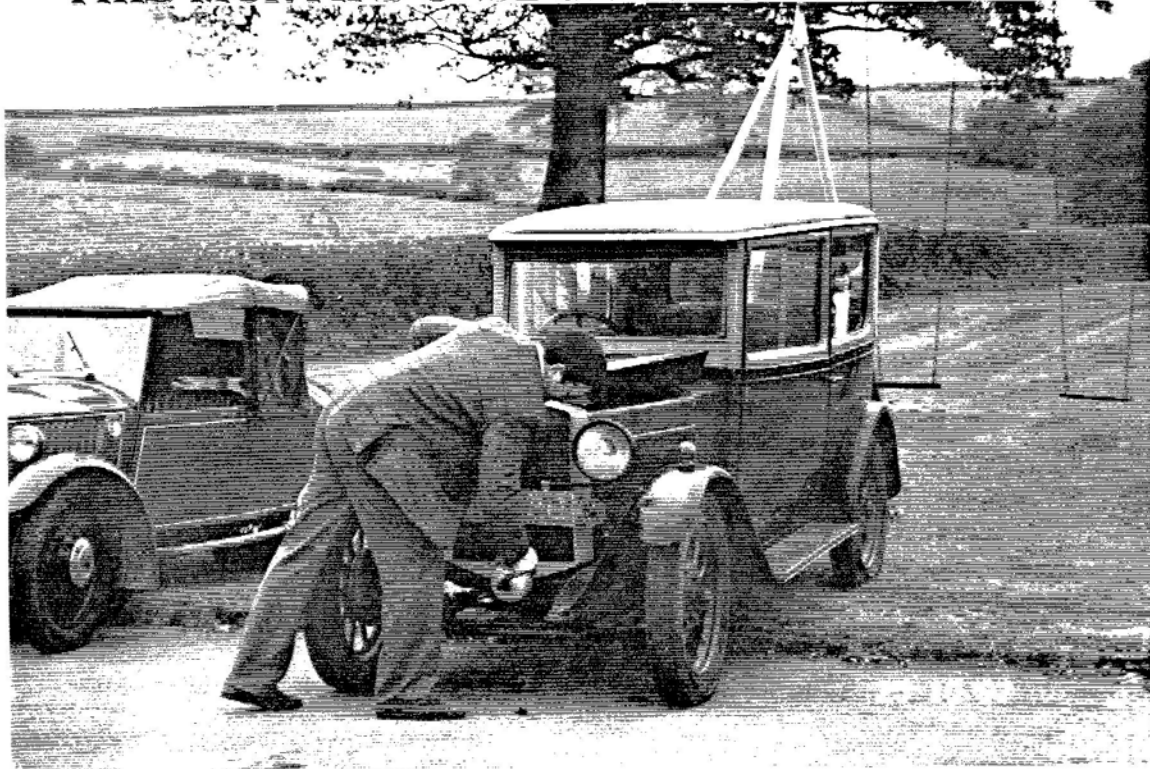
"And the winner of the Tug Of war is"

"Well I never, it takes a bubble car to slow down Mike Palmer"

Safe Motoring.

Mike P

THIS MONTH'S CLUB NIGHT COMPETITION



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 649198
 Johnny Howells - 01792 425745
 Tony Vaughan - 01792 366640

PRESIDENT

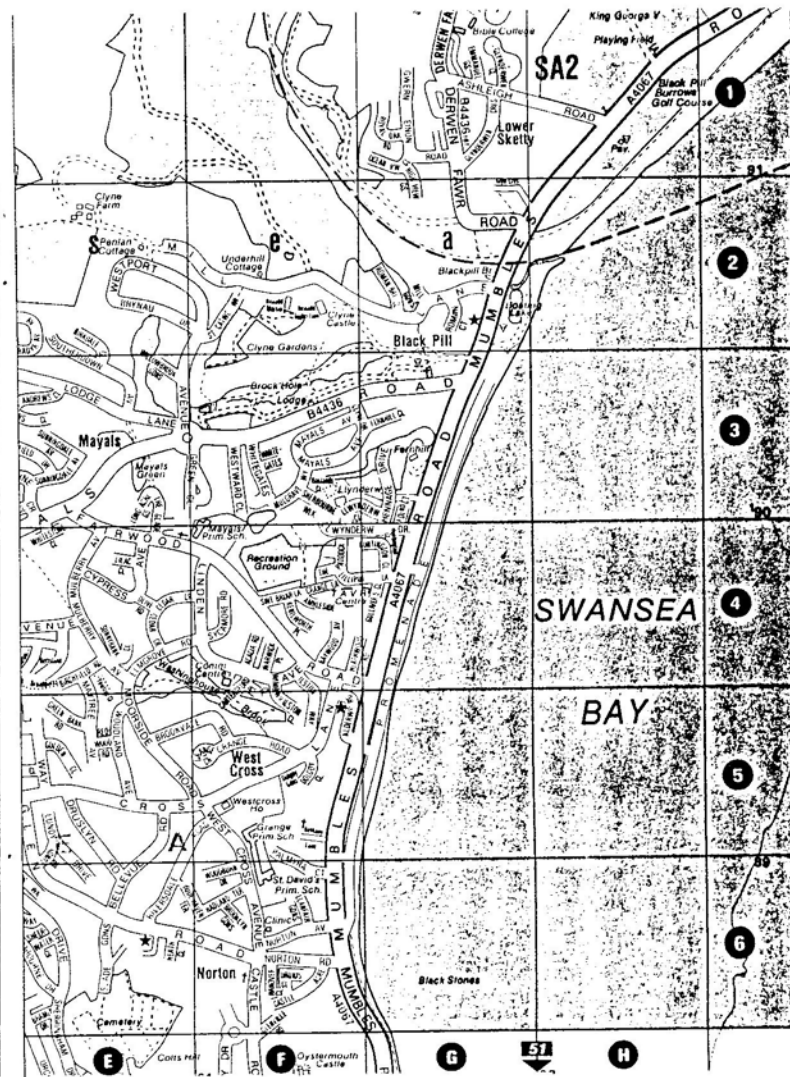
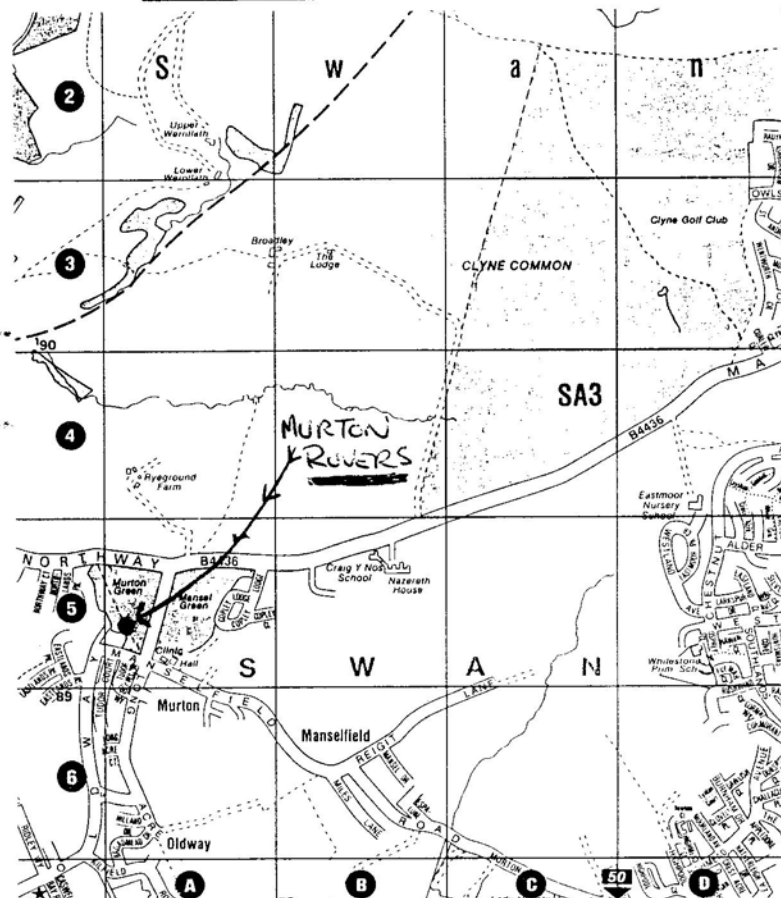
Johnny Thomas - 01269 290215

HON VICE PRESIDENT

Mike Worthington -Williams

IMPORTANT

Don't forget that this year's christmas buffet (monday 15th december) will be held at the Murton Rovers Club (See Map Below) and not the Benbow.



NEW MEMBERS

Welcome to Dave Rawson from Marsh Lane Garage in Derbyshire.

Also welcome to John Evans from Dunvant who has joined the club with his Transit Motor Caravan.

Welcome to Ray Jenkins from Cowbridge who is well known in the Vintage Rally Circuit with his 1938 Rover 10.

Also welcome to Margaret and John Piper from Cardiff.

A final welcome to John Morgan from Skewen.

I'd like to take this opportunity to welcome all the above new members to the club on behalf of the committee and the members.

Steve M

SHVR IRISH WEEKEND

They say that depression is linked to the weather. I can confirm that this is the case. The Jag has a tendency to leak, it's like leaking roof syndrome it only leaks when it rains, so I keep forgetting to fix it. The weather forecast for Saturday Morning looked grim and it was grim. I thought I saw some blue sky as I drove down the Dual Carriageway from Cross Hands to Pont Abraham, must have been an apparition. I forgot about my own leaks when I saw how exposed to the elements Mike Evans was in his Singer. The stalwarts of SHVR were there as always, come rain or shine.

Mike P had set up shop in the service area and was dishing out envelopes as always, accompanied by a multitude of wise cracks that seemed to drive away the depression. There seemed to be a "Le Mans" type dash to get to the cars, we were really dodging the rain, but the public didn't know this. Brian Schofield was first away in his Hillman Minx, having completed an early morning run up from Pembrokeshire. I was close behind in the Mk IV Jag which did not like the wet and was miss-firing occasionally because there was so much water being thrown up off the road. We followed the back road from Nantgaredig to Carmarthen and then on to Laugharne for a coffee stop. The coffee warmed us up nicely and we had a pleasant break before setting off North to Newcastle Emlyn and a stop off by the rapids in the middle of Cenarth. If the weather had been fine we would have been able to see the magnificent views of the Presselli Hills. As it was, there was just rain and fog, we were up in the clouds, concentrating mainly on keeping the cars on the road.

We made the final dash to Mike WWs and were welcomed by Mike and his team as we entered the Manor grounds. We were relieved to see that the Gazebos were still there, having pitched them in somewhat blustery conditions the day before. The next exercise was "park the cars". The most flamboyant piece of reversing and parking was definitely Ted Purcell, do they do hill climbs in reverse gear, if so we have a champion in our midst. The soup, drinks, and cake at Mike's was superb. The weather dried up for us and we had a great time, with Jimmy Bowen finishing off the session by playing his saxophone. Well done Mike and his wife Pam and thanks to the sponsors Brooks the auctioneers.



We left Mike's and set off back to Carmarthen with Bert behind in the Black MG TD. We found the Spillman Hotel and then spent five minutes doing a 20 point turn to get into the car park through a narrow tunnel like entrance. I needed a drink after that, no power steering, a turning circle of two days, and mind the wings. Why is it there is always a traffic queue when you are in difficulty. A few drinks and a shower later and we were ready for the off.

The food at the Dinner Dance was superb, I think we were all too tired to dance and most chose to relax in the bar to ensure that the falling down fluid did not escape. Jimmy was in his element with the saxophone and rumour has it that he was still entertaining the guests down the corridors of the hotel at two o'clock in the morning. Some were too far gone to worry. We had one casualty on the day. John Pressdee was introduced to some bottles of Pocheen and was left to recover in a horizontal position. He did make it later though, as Mike P said, there are not too many who can claim to have "laid out" an undertaker. Sleep was called for and the morning came all too quickly.

Now you wouldn't think that you would want a large breakfast having had a full meal the night before. It never ceases to amaze me that on the basis that you have paid for it, you eat it and always find room. We started the Sunday in good heart, the sun came out and shone



on us as we grouped in the car park ready for the start. The silence was suddenly shattered by some American air horns. The US flags appeared round the corner as they fluttered in the slipstream over the wings of the white Cadillac. Was this President Clinton joining us and had he come to play a duet on the saxophone with Jimmy Bowen ? Well done John Moody, a superb entrance, the flags were brilliant, perhaps even an Oscar winning performance.

We set off in convoy down to Kidwelly Castle, and stopped off at the gift shop just down from the Castle. They made us very welcome and had laid on some drinks and snacks. I had not been into the shop on previous visits and was very surprised, at the quality and variety of gifts on offer, including swords, copy muskets and even pikes. Well worth a visit.

The next leg back to the Merton Rovers took us through Llanelli and then onto the Gower and over Cefn Bryn. We arrived at the Merton Rovers to find John Presdee and Gerry Lloyd in full control and doing a superb job of Marshalling. We had laid on two minibuses to take us down to Leyton Roberts' house, to avoid parking problems and upsetting the locals. This worked extremely well. As always we were all made very welcome, in fact superlatives do not really cover it. To be invited into someone's home to look at his priceless car collection and then be plied with copious amounts of drink is something that is very precious. It meant so much to see that amidst all the priceless memorabilia and cars, were displayed the SHVR trophies that we give to Leyton each year. Once again Anthony, assisted by Helen and Phil Goss, did a great job deputising for Leyton. Mike P presented Anthony with a figure of a man dressed in period motoring costume, including goggles, which was mounted on an engraved wooden plinth. A superb afternoon which finished all too soon and we were being grouped together by Steve Pearson for the trip back on the minibuses to the Merton Rovers.



John Presdee had personally supervised the choice of food at the Merton Rovers and had done a superb job. Fully replenished, we launched ourselves into an award ceremony, with Mike P on his best form. It's hard to believe that it's all ad lib with no rehearsals. Chris Thomas won the "spirit of the rally" award for repairing a Triumph Vitesse exhaust that had been dislodged by grounding on Mike WW's driveway. The runner up for the "spirit of the rally" award was John Presdee for his attempt at removing all evidence of any Pocheen nearly single handed. The "farthest travelled" award was won by Bert Gladwin who had driven down from Derbyshire. The "biggest Contribution to the rally" award was won by Mike WW for the superb meal on Saturday. A "special award" was given to Ted Purcell for the most stylish parking on Saturday. The "most committed" award was given to Vincent from Kinsale who had escorted Jimmy Bowen. The "most disruptive" award was given to Mike Murphy from Kinsale.

Two special awards were made for the most confused entrant which was won by Jack and Moira (from Kinsale) and the "best wind powered entry", which was won by Jimmy Bowen (and his saxophone). The vehicle orientated awards were as follows :-

Best Classic :-	H George in his TR4	Runner up :-	Brian Schofield in his Hillman Minx
Best Vintage :-	Harry Griffiths	Runner up :-	Johnny Howells with his Lagonda
Best Car :-	Brian Peebles	Runner up :-	Tony Vaughan
Best Commercial :-	Alan Broughton		



The Benbow Cup was decided on and presented by the Landlord of the Merton Rovers. The cup was given to Alan Broughton with the Morris Taxi.

It had been a long weekend that had gone quickly. We were all very tired and made our weary way home, the season now virtually over. Many thanks to our sponsors, CEM Days of Swansea, Town Tyres of Swansea and Brookes the auctioneers. A special thanks to Mike WW and his team which included his wife Pat and also Mike Green for producing the awards and Christine Palmer for helping to plot the route on Saturday. The comment from our Irish friends was that it had been one of the best weekends ever and they really enjoyed it. The view was that next year's visit should adopt a similar formula. There were many contributors to the success of the weekend, and again it was great to have such good unprompted help "on the day" from SHVR members. As we have said before, it really makes a difference. Many thanks to all who turned up and contributed to the fun. Everyone enjoyed themselves and we had a good laugh, which is what it is all about.

Steve M

MALVERN 4th and 5th OCTOBER 1997

It was positively hot, real top down MGC weather, the sun shone all weekend. We met Mike P at the lay-by on the A40, Sennybridge side of Brecon, a good place for a coffee and a snack. What's even more important it seems is the Loo. We had a really enjoyable run up to Malvern, a chance to open the cars up and blast away the cobwebs. I really don't understand the bad press dished out when the MGC was launched, it is a superb touring car and it will corner faster than I would want to. Apart from that, it can keep up with a certain black MkII. It was very quiet when we arrived at the Malvern Show around lunchtime on Saturday, with large spaces awaiting the arrival of the cars. There was some confusion where the SHVR stand was to be located, but we soon sorted this out and found ourselves right beside the loos. We put up the SHVR banners and set off for the auction. It was a strange affair, with lots either not selling or going really cheaply. The majority of cars were not sold or referred back to the seller. We set off for the autojumble. It was very quiet with easy access to all the stalls. Prices seemed to be high though, so much of the ill-gotten gains stayed in the pocket.

The skies threatened darkness so we set off for the hotel in convoy with Bert Gladwin and Alan and Christine Broughton. We celebrated Christine Palmer's birthday in style with a good meal supported by falling down fluid. She wouldn't tell us how many candles to put on the birthday cake though, couldn't get higher than a recommendation of two. The next day saw us back at the Malvern show where we were joined by Keith Turner, Bernard and Wendy Reilly, Mervin Granville, Steve Pearson, Neville Hughes and Peter Richards. The gazebo was erected and we were open for business. There were significantly more cars than on the Saturday, however, I think the attendance was definitely down on the previous year. We had a relaxing day and for once caused the minimum of disruption.

We set off home in the evening and stopped off the other side of Brecon for a meal. It would have been alright if the garage at Brecon had not changed its claim and decided to change to winter opening hours such that it was shut. This caused grave concern since there was a lack of fuel in Keith Turner's Lancia and Neville's TR6. Keith made it to a garage, in time to take petrol back to Neville. Still we got there in the end. Another good weekend, and a sun tan as well.

Good Fun and Good Company.

Steve M



SUNDAY LUNCHTIME RUN 23RD NOVEMBER

The next Sunday Lunchtime Run will be to the Gwyn Arms in Abercrave. the menu is extensive and will cost £9.95 a head for a starter, main course, a sweet and a coffee. The start point will be pont Abraham as usual around 11.30 for a 12.00 o'clock get away. See you there. Please contact Alan and Christine Broughton on 01269 870293, so that we can get an idea of numbers.

Steve M.

CONGRATULATIONS DAVE

Most of us associate Dave Roberts with the Evening Post's "Time Travels" and the superb and informative motoring articles he writes. Dave has been a tremendous ambassador for SHVR by covering and helping to publicise all of our rallies and events, with write ups in both the Herald of Wales and the Evening Post. many Thanks and best of luck from all at SHVR. keep up the good work.

Mike P.



SPECIAL EDITION:
David Roberts looks through a copy of the Evening Post supplement he wrote on the Mumbles Lifeboat disaster.

Picture:
Phil Davies

FOR SALE

1938 Wolseley 14 (in pieces)
Loads of extra spares. Offers to
John on 01633 680409 (Newport)

FOR SALE

1969 Riley Elf. Restoration job
needs finishing. Please Ring
David Elvy on 01792 884273

David nominated for a major prize

EVENING Post consumer editor David Roberts has been nominated for a prestigious prize.

The nomination for the annual Desmond Wettern Maritime Award follows David's work on a 16-page special issue marking the 50th anniversary of the Mumbles lifeboat disaster.

All Hands Lost was an in-depth examination of one of Britain's worst seafaring disasters, which claimed the lives of 47 seamen.

The crews of the lifeboat and the steamship Samtampa per-

ished in treacherous seas off Porthcawl.

David, a journalist with the Evening Post for 20 years, researched and wrote All Hands Lost, which contained much previously unpublished material from people closely involved in the event.

Thoughts

For some it was the first time they had shared their innermost thoughts.

Mumbles Community Council felt the publication so worthy as an historical record

that it arranged for every school pupil in its area to be given a copy.

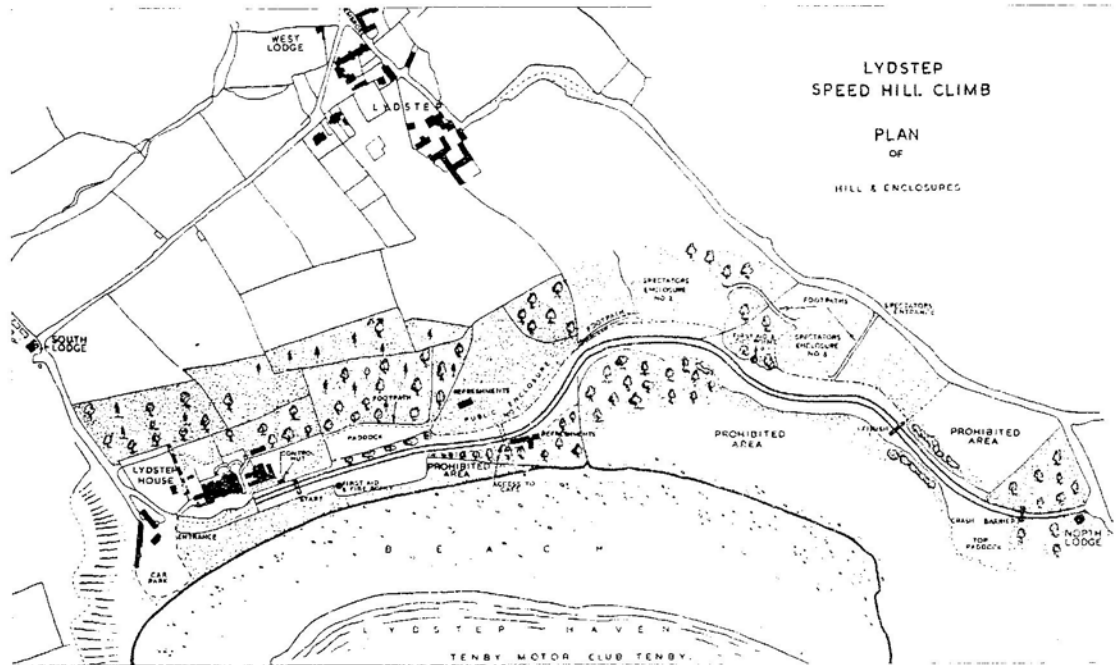
Previous winners of the Desmond Wettern award include top maritime writers and commentators. The shortlist for this year's award includes journalists from national newspapers and international magazines.

The prize offered by the British Maritime Charitable Foundation will be presented next month at one of the last functions to be held in London aboard the Royal Yacht Britannia.

Lydstep Hill Climb

COMPETITION CONNECTIONS

Tyre tracks



The years following WW II saw an enormous revival of interest in motor sport all over the UK. Despite petrol rationing, a shortage of new cars, and other Government restrictions during the austere Stafford Cripps era, the British public did their best to recapture the carefree days of the twenties and thirties. As in the Great War, many had learned to drive whilst in uniform, and had acquired skills in vehicle tuning and maintenance which stood them in good stead when trying to keep ancient vehicles on the road which had been laid up for the duration of the conflict.

For many, motor sport was confined to two wheels, or to the hugely popular 500 Formula, a minimalist form of motor racing in tiny rear-engined single seaters powered in the main by motorcycle engines. This became Formula Three and, accepted by the FIA in 1950, it provided the nursery for many who were eventually to reach the top rank of motor racing - including Stirling Moss, Peter Collins, Ken Wharton, Stuart Lewis-Evans and many more. The Cooper name - still current on the Mini-Cooper - commenced on a 500 cc racing single seater.

An alternative was the 'Special', home made by the competitor himself and usually based on

Ford or Austin Seven components, with streamlined bodywork fitted, improved suspension systems, and various bolt-on goodies in the go-faster department. Motor sport existed at all levels, and even before the war Mr Everyman took part enthusiastically in rallies, trials and hill climbs which involved little expense. Because of the economic conditions existing post-war, it was in the main to the less expensive trials and hill climbs that the impecunious enthusiast returned, and the sport received a boost in the return to civilian use of army training grounds suitable for hill climbs, and redundant aerodromes which proved adaptable for sprints and races.

Between 1899 and 1925 hill climbs and speed trials were the only form of speed competition permitted on public roads in the United Kingdom, and even this limited competition came to an end when the governing body of British motor sport, the Royal Automobile Club, banned all speed contests on public roads early in 1925. Thereafter the emphasis transferred to private ground, and venues like Shelsley Walsh and Prescott - both in use by the Midland Automobile Club and the Bugatti Owner's Club respectively to this day - continued to flourish.



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

Not to be outdone, Wales had its own version of Shelsley Walsh. Basically a private road within the grounds of Lydstep House at Lydstep Haven, just south of Tenby in Pembrokeshire, the Lydstep Hill Climb was administered by the Tenby Motor Club, and held regular meetings there in the early post-war years. A programme for the Hill Climb organised there on March 24th 1951 indicates that a wide variety of machinery was attracted, and makes interesting reading. It was sent to me by Michael Lowndes, who tells me that he ensured free admission by volunteering as a marshall, other spectator marshalls being drawn from the membership of Tenby Motor Club, Carmarthen Motorcycle and Light Car Club, Saundersfoot Motor Cycle Club, and a visiting club, the Hagley and District Motor Club.

The President of Tenby Motor Club during this period was Graham G. Ace F.I.M.T., of the Morris, Wolseley, MG and Riley distributors in Tenby, George Ace Ltd., whose roots dated back to the bicycle boom of the late nineteenth century, and who were established in 1886. Club Captain and Publicity Manager was O.H.J. Davies of the Castle Garage, Pembroke. He is best remembered for having developed and sold a twin SU carburettor manifold conversion for hotting up the old side valve Morris Minor, which proved extraordinarily effective. Michael Lowndes was at the time working for SU Carburettors, and discreetly had one of the Davies conversions tested in the firm's workshops. It was found to be virtually 100 per cent efficient on gas flow, having been developed without the benefit of sophisticated equipment, flow meters or the rest, long before tuning establishments like Alexander, Cripps and others had made such bolt-on goodies big business.

Sector Marshalls for the hill climb were drawn from personnel of S.A.A.A. at Manorbier, and celebrities competing on the day included the international racing driver Ken Wharton, fielding a Welsh-built Keift 500cc racer. Other 500cc racers included Cooper-JAPs driven by J. W. Cox and Cecil Heath, and there were several

Coopers with 1,000cc engines, and no less than six Dellow trials cars. J. Neil also drove a Keift, and M. R. G. Llewellyn an MG TD. Llewellyn was a well-known competitor and member of the MG Car Club who competed at Silverstone in his TD with the likes of Ted Lund, and who was connected with the MG 'Monkey Team'.

As might be expected, there



were a sprinkling of Ford Specials, several Allards, a V-8 Special, and various motorcycles. Exotics included an SS 100 Jaguar, a Bentley and an HRG fitted with an American V-8 3917cc Mercury engine. Generally it would be difficult to imagine a more catholic gathering of vehicles. The most up to date car present would appear to have been Ron Campbell's Jowett Javelin saloon, a Bradford-built flat four engined saloon which out-performed most of its contemporaries in the 1½ litre class in the post war period, until financial problems closed the factory in 1953.

The event was thrown open to members of the clubs providing marshalls, but also to the 500 Club, the Midland Automobile Club (proprietors of Shelsley Walsh), S.U.N.B.A.C., the Bugatti Owner's Club (proprietors of Prescott Hill Climb) and the Bristol Light Car Club, so it is evident that by 1951 the venue had become popular and widely known. Another reader, David Gossip from the Lampeter area, has sent me two photos taken slightly later, but still in the fifties, and showing an Allard J2 and a Jaguar 'C' Type competing at Lydstep, with just a handful of spectators up on the bank.

Also visible are a few caravans, and it is probably the development of the caravan site to its present large size which inevitably and eventually led to the closure of the road for hill climbing competition.



Opposite page: A map of Lydstep Speed Hill Climb as it was in 1951, and showing its proximity to the sea.

This page, bottom left: The programme for the Lydstep Hill Climb in March 1951. The car is a Cooper, similar to that on which Stirling Moss cut his motor racing teeth.

Above: More exotica - a Jaguar 'C' Type on Lydstep. The caravans on the left were a portent of things to come.

Bottom right: An Allard J2 climbing strongly at Lydstep in the fifties. The 'power bulge' on the bonnet probably conceals a Cadillac V-8.

OFFICIAL PROGRAMME 1/-

TENBY MOTOR CLUB
LYDSTEP
SPEED HILL CLIMB
SATURDAY, 24th MARCH



Read

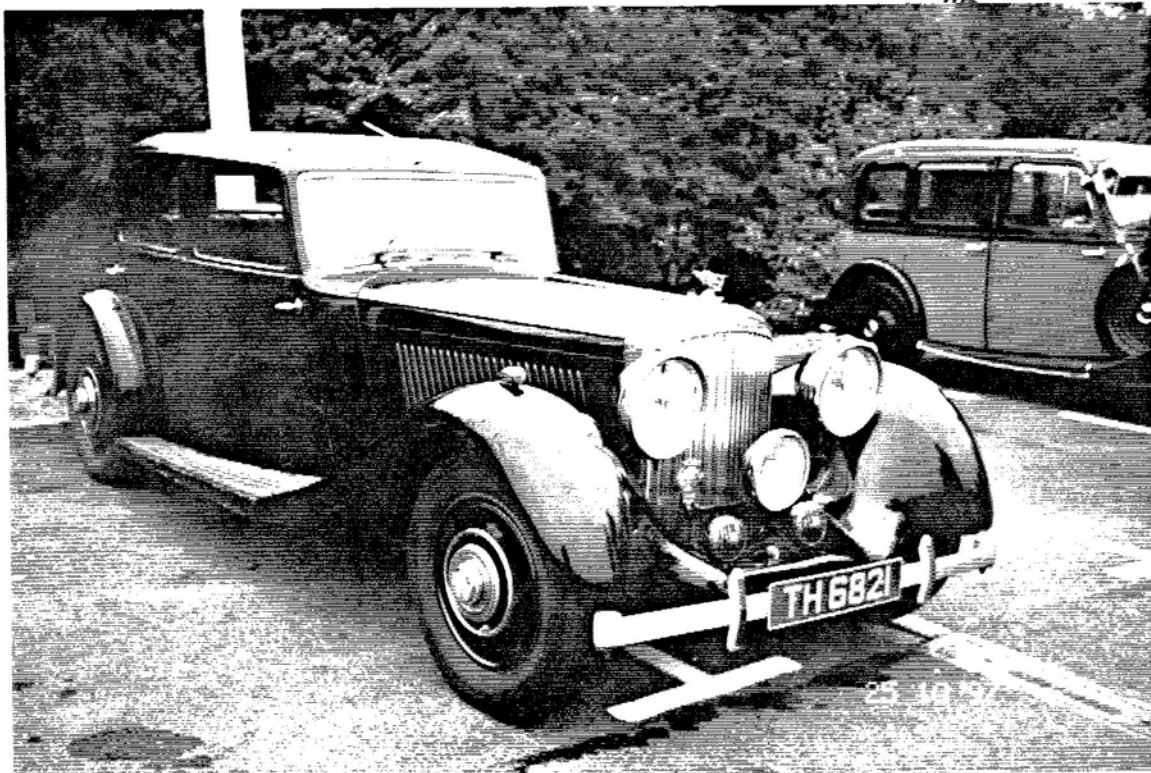
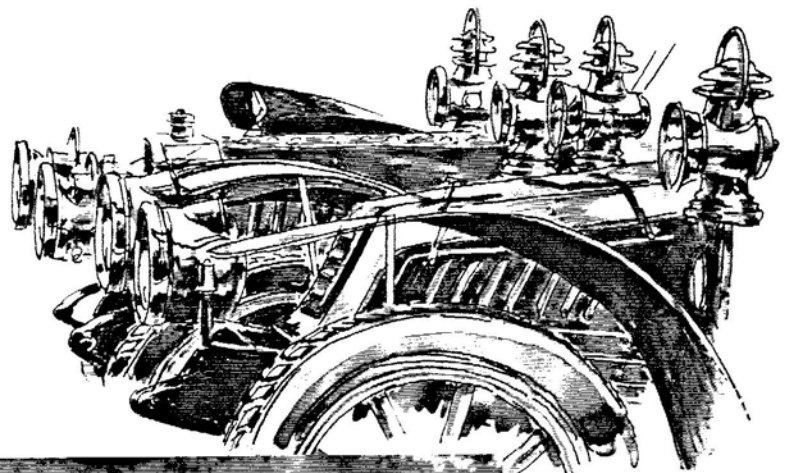


SUNDAY LUNCHTIME RUN 26th OCTOBER

We don't know how lucky we are in South Wales. We had been to Kent the day before to pick up a car and the traffic had been atrocious. We came across something like seven accidents and had made at least one major detour to miss the M4 jam at Swindon. Talking to people in Kent, it seems they have gone way past the point where they could say it would take 40 minutes to get from A to B and have any confidence in making it in time. The traffic is so unpredictable. Here in South Wales we can confidently predict how long it takes and usually get there on time without any problem. So there was no excuse to be late at Pont Abraham, and we were there early to be joined by nine cars. The weather was not brilliant but it was dry. Alan and Christine had prepared two routes from Pont Abraham to the Halfway Inn to cater for the older cars as well as the faster classics. The older cars including Frank Marsh went straight there led by John Rogers and John Cooke. The remainder including Mike Glinternick, Keith Turner Lynn Thomas, Mike P and myself spread between the two routes.

We arrived at the Halfway Inn to be joined by Chris Thomas and Meirion Rees. Chris had just bought a Fiat at the London Motor Show and was giving it one of its first outings. The food at the Halfway Inn was superb, we all felt bloated having eaten too much. I'm not sure how Chris Thomas managed to start his FIAT on the handle, having had a full lunch. It was another good day and a superb lunch courtesy of club member Simon at the Halfway.

Steve M



COLLECTOR'S GUIDE TO THE TAX DISC

PART ONE

There are stamp collectors, post-card collectors, folk who collect cigarette cards, but lesser known are those among us who collect those circular discs which we attach to our motor windscreens to denote that we have paid our dues. The first of these Road Fund Licences were issued in 1921 under the Roads and Finance Acts of 1920, but before going into detail of these, it may be advisable to look at the history of tax as it affected the motorised citizen.

Could it be said that it all started during the reign of King Charles I when he imposed a tax on coachbuilders? Be that as it may, there has been a succession of legislative measures enacted with either the object of keeping a record of vehicles on the road, or the more sinister motive of discouraging any form of locomotion which did not fit in with our forefather's ideas of dignified progress.

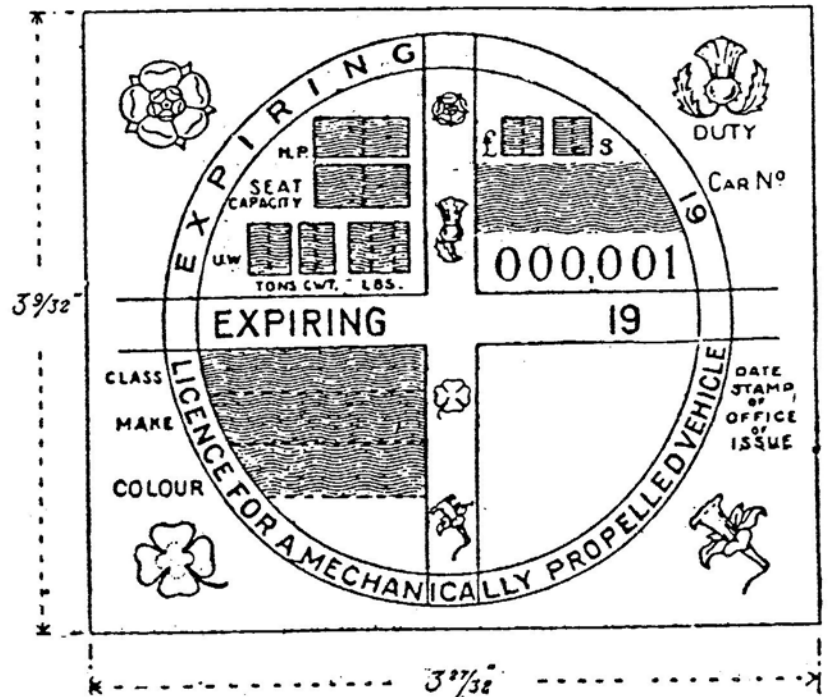
In 1861 the Locomotive Act extended the feudal system of tolls to cover those mechanically propelled vehicles that were then on the roads of this country. The Locomotive Act of 1865 added further to regulating locomotives on turnpikes and other roads. By 1878 along came the Highways and Locomotive (Amendment) Act which allowed a County Council to grant annual licenses to the users of 'locomotives' in their area at a fee not exceeding £10. Unlicensed use of such a vehicle would risk the owner being fined £2 for each day so used.

Moving on to 1888, the Customs and Inland Revenue Act imposed an annual duty of £2. 2s (£2 10p) on mechanically propelled vehicles with four or more wheels. In addition to these Customs and Inland Revenue duties, there was added under the Locomotives on Highways Act of 1896, a fee to be paid on 'light locomotives' used as carriages or hackneys of £2 2s (£2 10p) if the vehicle was between 1 and 2 tons, or for heavier vehicles it was £3 3s (£3 15p).

Although the 1861 and 1876 Acts were repealed in 1898 by the Locomotives Act of that year, this new legislation must have caused not a few headaches when deciding where a road crossed the county boundary! This dilemma came about because the new Act empowered the Council of a county to licence locomotives used within a county at an annual fee of up to £10 for those not exceeding 10 tons, and an additional £2 2s (£2 15p) for each additional ton weight. Those already licenced and used in another county had to take out a further licence at half the above

PROPER DISPLAY OF LICENCE CARD.

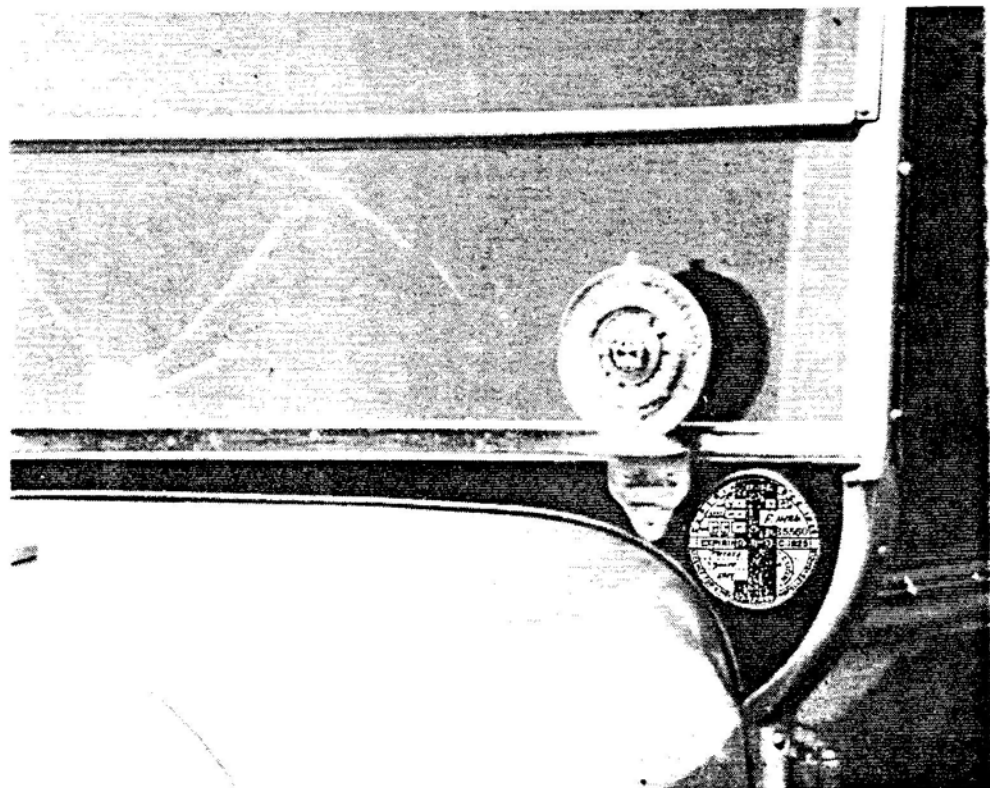
Motor Cycles.—In a conspicuous position on the near side.
Motor Cars.—On and facing to the near side of the vehicle, not less than 2 ft. 6 ins. nor more than 6 ft. 6 ins. from the ground level between two parallel lines, the first drawn vertically through the rear most part of the driving seat, and the second drawn vertically 6 inches in front of the base of the front glass wind-screen.



LICENCE CARD.

Provided that in the case of a vehicle fitted with a front glass screen extending across the vehicle to the near side, the licence may be carried facing either forwards or backwards on the near (left) lower corner of the glass of such wind screen, or within 2 inches of the glass either from in front or behind it, and so as to be visible through the glass either from in front or from behind.

The licence must be clearly visible to an observer on the near side of the vehicle, whether the vehicle is moving or stationary.



No. 1

COUNTY COUNCIL OF ESSEX.

MOTOR CAR ACT, 1903.

LICENCE TO DRIVE A MOTOR CAR.

Clifford Goodall

of *5 Park Avenue, Chelmsford, Chauffeur to Percy T. Sheldon Esq. Townly Somerset of Essex,*

is hereby Licensed to drive a Motor Car for the period of twelve months from the *First* day of *January* 1904 until the *thirty first* day of *December* 1904 inclusive.

Signed *Percy T. Sheldon* Registrar.

N.B.—Particulars of any endorsement of any Licence previously held by the person licensed must be entered on the back of this Licence.

IMPORTANT.

N.B.—This Licence should always be carried, as failure by the Driver of a Motor Car to produce a Licence when demanded by a Police Constable renders him liable to a fine not exceeding £5. (Sec. 3 (4)).

In the event of the loss or defacement of this Licence a duplicate can be obtained from the Council on the payment of a fee of One Shilling.

The first driving licence issued by the County Council of Essex, in January 1904.

rates, while those used in another county but not licenced in it, paid a daily fee of 2/6d (22½p).

Thus far, any motorised vehicle had to be referred to by our legislators as a 'locomotive'. The first use of the words 'motor car' occurred with the passing in 1903 of the Motor Car Act which repealed the 1896 Act but, as may be expected, imposed new duties. Motor cars were subject to a duty of £1 and motor cycles 5s (25p) as annual registration fees, and the owner was issued with a paper licence document. Change of ownership had to be notified and the fees for this were 5s (25p) and 1s (5p) respectively. This Act was also notable for the introduction of number plates on vehicles (from the first of January 1904) and the issue of driving licences, the fee for the latter being 5s (25p) per annum.

It was Henry Norman, MP, who put forward a proposal in 1906 that a tax should be put on cars and the resultant money be used for roads. Such an idea came to fruition in the Finance Act 1909/10 of which the Chancellor of the Exchequer of the day, David Lloyd George, said:

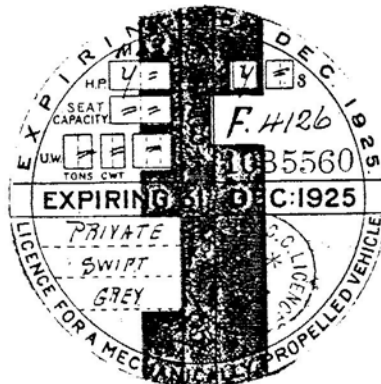
'We propose that the money shall be placed at the disposal of a central authority, who will make grants to local authorities for the

purpose of carrying out well planned schemes for the purpose of widening roads, straightening them, making deviations, and allaying dust. It is proposed to set aside a portion of the Fund for construction, if necessary, absolutely new roads.'

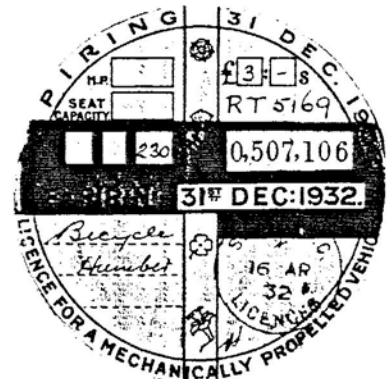
Under the Act a method of taxation was used based on the vehicle horsepower, calculated by use of the notorious RAC formula, euphoniously rechristened Treasury Rating, which was:

Horsepower = (Dia. of bore in inches)² x No. of cylinders / 2.5

Such a formula did not take into consideration the length of the engine stroke, so in order to keep the resultant 'horsepower' figure as low as possible, engine designers tended to concentrate on small diameter pistons with a long stroke. Development of high compression short stroke engines was to be stifled for decades. Under the new formula, tax was levied on motorcycles and tricycles of any horsepower at £1, cars up to 6½ hp, £2 2s (£2 10p); 6½ to 12 hp, £3 3s (£3 15p); 12 to 16 hp,



Annual tax disc with vertical coloured band.



Annual tax disc with horizontal coloured band.

No. in List. 6. Shaw & Sons, Printers, 11, Abchurch Lane, (1916-04)

£4 4s (£4 20p); and so on until cars from 40 to 60 hp paid £21 and those over 60 hp, £42. In addition there was a petrol tax of 3d (1¼p) per gallon, with a 50% rebate for goods and hackney vehicles. The whole of the money raised by these two methods, less expenses, was paid into the Road Fund.

This arrangement continued until the nation was at war. The Finance (No. 2) Act of 1915 ordained that the produce of these taxes should be retained by the Exchequer and, immediately, a sum of over £14 million was diverted from the Road Fund, presumably, to be used to assist the war effort. (It should be recorded that afterwards the Treasury refunded over £9½ million to the Fund). Meanwhile the petrol tax was doubled to 6d (2½p) per gallon, keeping the existing rebate for goods and hackney vehicles.

Major change came for the motorist under the Roads Act 1920 and the Finance Act 1920. In some respects these new Acts swept away some of the earlier legislation which was still on the statute books, including parts of the 1909 Development and Road Improvement Fund Act. New was the transfer of the duties and liability from Customs and Excise to the county councils who had to assign a licence to every motor vehicle. This is where our familiar 'Road Tax' disc came into being and at the same time (with effect from the 1st January 1921) motor vehicles were issued with what became the well known 'logbook' document. A £1 per horsepower tax came into force with a minimum of £6 but no upper limit. Owners of some of the giant Edwardian monster racing cars used at Brooklands in the 'twenties were in for a hefty annual tax, but this was tempered by a rebate of 25% on cars with engines made before 1913 (a ruling which was eventually abolished in January 1935). Various other grades of vehicle taxation were introduced including general trade plates at £10, and limited plates at £1 per annum. Goods vehicles were taxed directly for the first time and the petrol tax was repealed. At the same time the arrangement by which the proceeds of motor taxation were paid into the Road Fund was resumed.

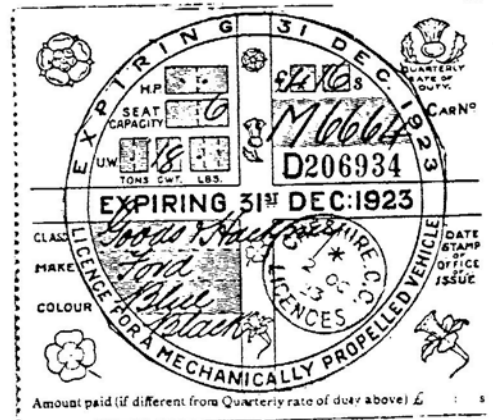
Prior to the introduction of the 1920 Acts the politicians were, as usual, full of worthless pledges. Arthur Neal, then Parliamentary Secretary, Ministry of Transport, said:

'The motorists have consented to raise money by this particular tax on the definite undertaking that the money shall be expended on the improvement of the roads . . . Therefore this Fund specially raised by taxation of a particular class is specially safeguarded against its expenditure being diverted from the use for which it is raised to the relief of general taxation.'

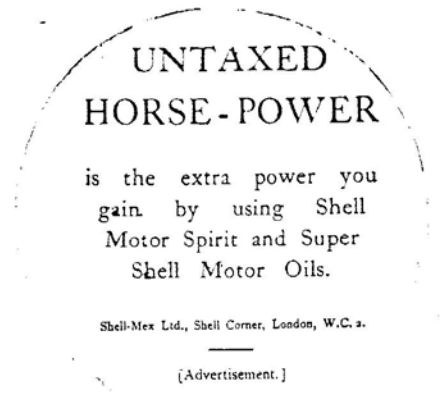
From the outset, the system of taxation by horsepower was fought by some very influential groups, in particular the Automobile Association. Stenson Cooke, the Association's Secretary, who was himself on the Ministry of Transport's Departmental Committee on Motor Taxation, refused to sign the Committee's report recommending the substitution of a horsepower tax in place of the duty on petrol. Over the years, right up to today, there have been many suggestions that a tax on petrol would be a fairer system, being proportionate to the extent to which the vehicle uses the road. William Morris, later Lord Nuffield, was a strong advocate of such a system and expressed this opinion on many occasions. As early as 1908 a proposal had been made that a tax should be placed on petrol and proceeds devoted to road maintenance. Indeed, the last Labour Government announced a change would be made to a system based on petrol tax but it was not implemented by the incoming Conservative Government in 1979.

With the introduction of the 1920 Act, motorists could either tax their vehicles for a whole calendar year or for a 'quarter', in which case there was a surcharge of 20% on the proportion of the annual rate. A curious anomaly noted by the writer is that the year was split into unequal 'quarters'! For some reason (and research by the writer has failed to reveal a logical answer) the first quarter of the year ran from 1st January to 24th March (83 or 84 days). This would make the second quarter, nominally April to June, 98 days. The last two quarters, July-September and October-December, 92 days each. In the April Budget of 1924, the then Chancellor of the Exchequer, Philip Snowden, announced a modification to the rules which would allow the owner to surrender his tax disc at any time and claim a refund on each complete month unexpired, on payment of a small surrender fee. Another recommendation that came in that 1924 Budget was a reduction of the surcharging on quarterly licences to 10%.

The 'pound per year per horsepower' system brought in revenue in excess of the grants made to local authorities for road building and repairing, and an excess began to accumulate in the Road Fund. In 1926 Winston Churchill held the office of Chancellor of the Exchequer and earlier pledges made meant little against the background of the poor financial state of the country in other areas. He diverted £7 million of the Road Fund Reserve to the Exchequer, following that up in 1927 by abstracting a further £12 million. At the same time he inaugurated the practice by which one third of the tax yield on private cars was annually paid over from the Road Fund to the Exchequer.



Quarterly tax discs did not have the coloured bands.



Shell advertising as it appeared on the rear of a 1925 tax disc.

The use of the term 'Road Tax disc', throughout this article by the writer, is done for convenience. Strictly speaking it was only a 'Road Fund licence' until the time when funds were diverted to the Exchequer. Later, the words 'Mechanically Propelled Vehicle licence' was generally used - although, ironically, it was not until 1938 that the background to the annual Road Tax discs ceased to be made up of a repeated pattern of the words 'Road Fund Licence'. After 1938 the background pattern was formed from a repetition of the words 'Mechanically Propelled Vehicle Licence'.

The advocates of tax on petrol had their way in 1928. Unfortunately, it was in-addition-to, rather than in-place-of. The petrol tax came back as an Excise duty of 4d (about 1¼p) on all imported hydrocarbon oils. The Road Fund tax remained as before. Three years later a further two additions of 2d were added, bringing the total petrol tax to 8d (3½p) per gallon.

TO BE CONTINUED

ST ATHANS VISIT 14TH OCTOBER 1997

Many thanks to John Boswell for the invitation to attend the wheeling out of spitfire MK356 at St Athans Airbase in Cardiff. The ceremony was attended by SHVR members with pre-war cars and following the picture taking exercise we were conducted on a guided tour of the base. I have been informed that a further visit could be arranged if sufficient interest is shown by SHVR members. Please let me know if you would like me to arrange a visit. To get a taster I have included details of the Spitfire below.

Mike P

ROYAL AIR FORCE ST ATHAN

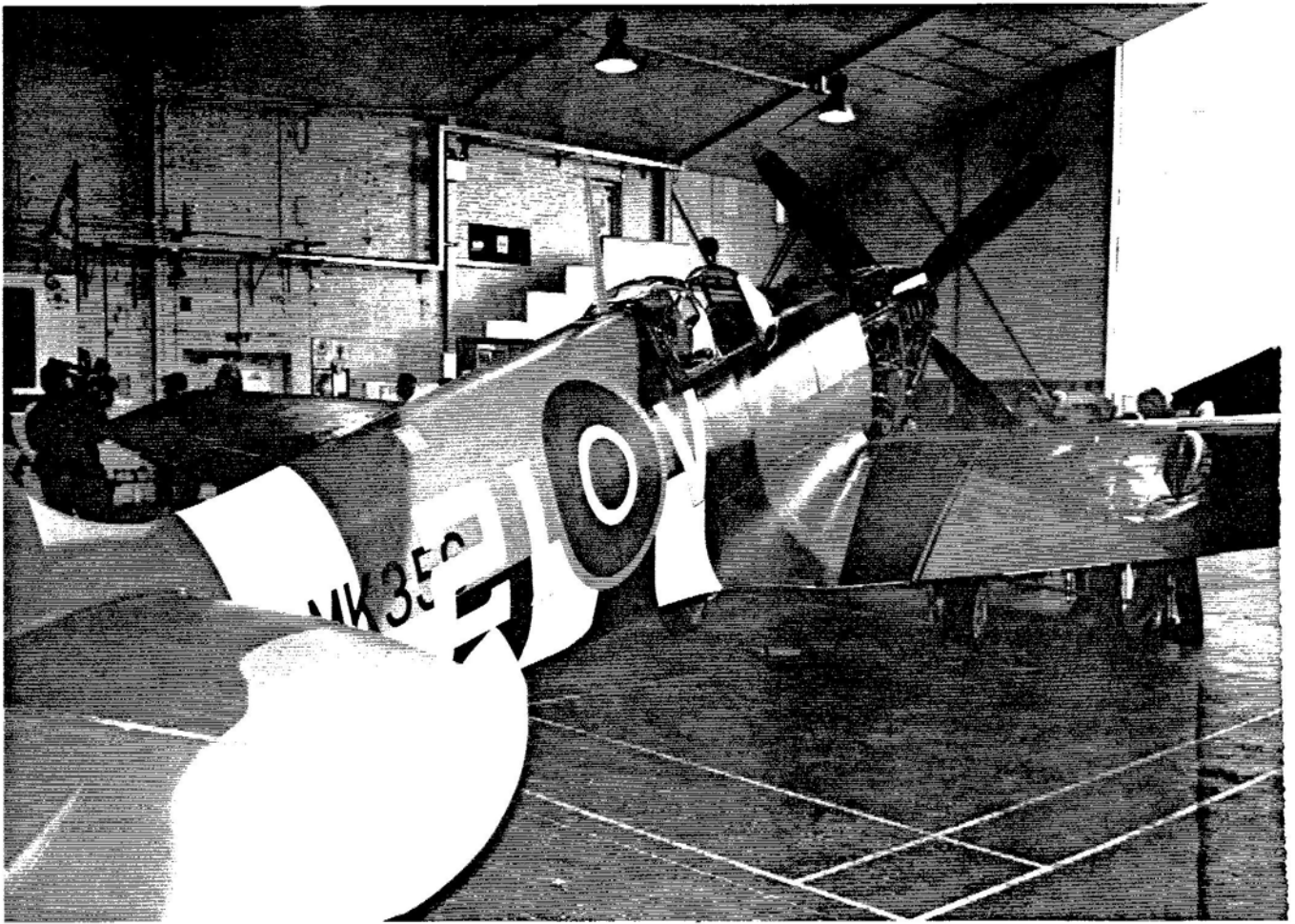
This is Spitfire MK356's first public appearance since we did a broadcast requesting information about Flying Officer Gordon Ockenden.

Ockenden was, according to the Squadron Log Books, the Canadian pilot who flew this aircraft most often, and on the day following the broadcast on BBC Wales and BBC Bristol, we had a call from a good friend of his with the information we were looking for. Gordon Ockenden, now a retired Air Vice Marshal of the Royal Canadian Air Force, lives in British Columbia, Canada. He was very pleased to hear about the restoration of MK356, and planned to come over to Wales to see her on her test flight. Unfortunately, he was unable to make the trip, but hopes to visit the aircraft at her new home of Royal Air Force Coningsby next summer.

The restoration has been made possible by the hard work of Chief Technician Chris Bunn and his team of aircraft engineers from sections all over Royal Air Force St Athan, with the support of the Station Commander, Air Commodore Peter Scott and senior Station Officers. Many parts have been manufactured on Station by our own workshops, or supplied by Historic Flying in Essex and Microscan Engineering in Nottingham. Specialist engineering help has been supplied by the Battle Of Britain Memorial Flight engineers from Royal Air Force Coningsby.

It is hoped that the Spitfire will complete her test flights next week and will be delivered to the Battle of Britain Memorial Flight soon after to start her flying display career during the Summer Season 1998.

We do not plan to have a public day for the test flying or the delivery flight, as the flying programme will need to be very flexible to allow for last-minute adjustments and weather conditions. However, we hope to invite some members of the press to record the delivery flight from the Station, and details will be sent out nearer the time.



Fascinating facts



The first London to Brighton Run for veteran cars was held seventy years ago, on 13 November 1927. The idea of Robert Beare, motoring correspondent of the *Daily Sketch* and *Sunday Graphic* newspapers, which sponsored the event, the run was restricted to cars "of not less than twenty-one years of age". Fifty-one cars were entered, of which 44 actually started, 37 arrived at Brighton and 21 made non-stop runs.

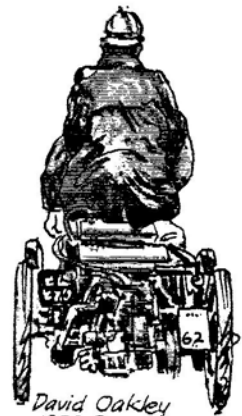
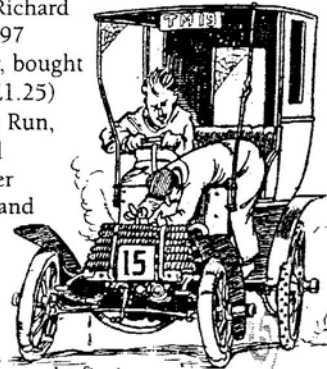
crew members wore comic top hats. But the old cars did so well that "advertising matter" and comic costumes were banned for the 1928 Run, which restricted entries to cars over 25 years old. They had to be officially scrutineered and have their ages verified by the RAC before the event.

* * *

All the cars finishing within the official time limits in 1927 were awarded "a specially-struck gold medal" - do any of these still survive?

* * *

In the early days, cars were run "as found". In 1928 Richard Shuttleworth's 1897 Panhard-Levassor, bought for 25 shillings (£1.25) shortly before the Run, used an estimated 34 gallons of water between London and Brighton and the mechanic was forced to abandon his seat on the floorboards when his trousers caught fire!



David Oakley
1899 Brown



ARGUS

SUSSEX OLD CROCK IS PIPPED AT POST

by Grant Hodgson

Pictures: Terry Applin

3203-9C

SUNSHINE and crowds came out to welcome drivers in this year's 70th RAC Veteran Car Run from London to Brighton.

Among the 448 entries, 49 Sussex drivers made their way through the early morning mist from Hyde Park to Brighton.

Drivers from as far afield as Angola and Australia took part in 125 different makes of car, all at least 93 years old.

The first drivers to cross the seafront finish line at Madeira Drive received a medal from Mayor Betty Walshe.

Just pipped into second place was retired Sussex businessman Mark Timms, 49, in his 1898 Panhard et Levassor. Mr Timms, who lives near Uckfield, said: "I was the first to Preston Park but was overtaken."

"The journey took me about three hours and ten minutes. It was very cold at first but got better as the mist cleared."

First to cross the line was a 1902 Napier driven by Johnny Thomas, from Carmarthen, Wales, who has been taking part in



FIRST ACROSS THE LINE: Johnny Thomas and wife are met by Mayor Betty Walshe

the run since 1962. He said: "It was nice to come into Brighton with the sun shining."

Lucy Pittuck, 22, of Horsham, rode an 1896 Leon Bollee with 77-year-old passenger Charlie Jenner, of Handcross.

Sir Freddie Sowrey, 75, of Herons Ghyll, near Uckfield, crossed the line in his 1901 Darracq. He said: "My grandson and great-grandson were in the car and I think it got a bit cold for them but it was a wonderful drive."



DRIVING HOME: Lucy Pittuck and Charlie Jenner

CONGRATULATIONS

To our President Johnny Thomas at being elected Executive Vice-President of the Veteran Car Club.

LETTERS

From: Johnny Thomas

Dyfed

On behalf of the South Western Section, as well as myself, I would like to thank the members of the Executive Committee who proposed me as their Executive Vice-President. For those Club members who were at Kettering for the AGM I would also like to thank them for their support of the nomination.

There are two unusual reasons that I feel very proud to hold this office. Firstly, I think it is the first time that a South Western Section member has had the honour to be so elected, the section was formed in 1952, so it is about time that we had one! Then another first may be, that as a Welshman I might be the first!

May I thank you one and all, I will do my best to maintain and improve the stature of the VCC in whatever way I can.

Diolch yn Fawr (Thank you).

RAC VETERAN CAR RUN

TINDLE
NEWSPAPERS

FINISH

KM Kent Messenger
Group Newspapers



**OPEN 24HRS
ALL DAY
EVERYDAY!**

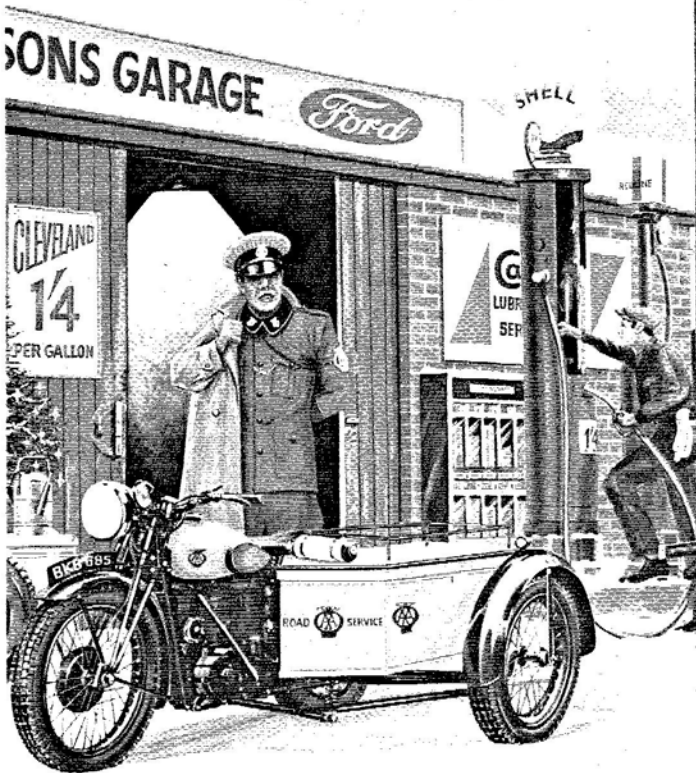


First of its kind in the UK, Petrol Stations selling a new range of freshly cooked Southern Fried Chicken also Bakery in house, selling hot delicious pasties & pies, filled rolls and shop which confectionery, tobacco, electric & gas tokens, lottery tickets etc.....

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



ABERTAWA SERVICE STATION
1093 CARMARTHEN ROAD, SWANSEA
(01792) 411099



Why did the chicken cross the road ?
To get to Abertawe Services !!

FOR SALE

Maxi 1750 cc P reg 1976. Red. Taxed and MOT'd £375-00. Please contact Mrs Talbot on 10792 297448

FOR SALE

1975 Hillman Avenger 1600 GL Saloon (Twin Headlamps) One owner from new. 45,000 miles. Current MOT. FSH. Metallic Light Green. Interior very good. Exterior very good for age. Open to offers. Please phone Douglas Rees on 01437 760707.

FOR SALE

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

FOR SALE

BMC 1300 wheel and Crossply tyre. Nearly new £10. Please contact Ted Purcell on 01792 865502

FOR SALE

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

FOR SALE

1923 Bullnose Morris Cowley, 4 seat tourer. New Bodywork. Mechanics unrestored. £6,500. Please contact Alan Broughton on 01269 870293.

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 are available. Please phone Hywel Evans on 01792 773801

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.

MAGAZINE ARTICLES

We continue to receive a number of good articles for the magazine. Many thanks to all those who send things in. However, as is always the case we could do with more. Don't worry about the typing or the spelling, we will sort it. Please send contributions to Mike P, Steve M or Mike E.

MAGAZINE PICTURES

If you have any interesting pictures, or cartoons, (especially compromising ones) please send them in, it all adds to the fun.

MAGAZINE ADVERTS

These are free for club members. However if you wish to place a commercial advert in the magazine or sponsor a page, please ring Mike Palmer on 01792 203638. Very competitive rates are available for what is now quite a good circulation

FOR SALE



Morris 1000 spares, engines, doors, wings, glass, bonnets etc.
£75 ono for the lot.

Crypton Tuner (Old Type) with Oscilloscope, gas analyser etc. £50 ono

Vintage Stationary Engines :-
(All in show condition)

Wolseley WD II - £100

Lister D - £100

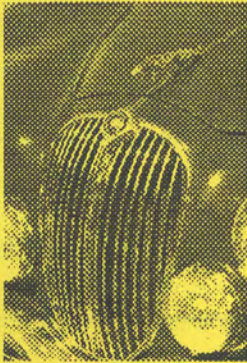
Villiers - £30

Lea Howell Water Pump - £100

telephone Don Yeates on 01269 826379.



FOR SALE



1958 Jaguar Mk 1 3.4 Litre Manual Overdrive. MOT'd and Taxed. New Clutch and exhaust. Last owner for 29 years. Also another Mk 1 for spares. £9,000.

Wolseley 1100. Taxed, drive away. £100.

Rover 90 for spares. Offers please.

Please telephone John Watkins on Newport 01633 680409.



FOR SALE

Austin Seven Ruby Parts :-

Bonnet - £100.

Spare wheel Cover - £20.

Luggage Carrier - £20

Sliding Roof Mechanism - £15

Glass for Mk 1 - £15

Air Wiper - £25

Ace spare wheel cover 18", suit Derby Bentley £45

Please contact Robert Reagan on 01495 222066.

APPROACH ROAD, MANSELTON, SWANSEA SA5 8PD

THE RIGHT APPROACH

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CLASSIC CARS OUR

SPECIALITY

SHVR CLUB REGALIA

New SHVR Car badges. We have ordered some new badges, which have inevitably gone up in price. The new price is £17.50 each.

WE HAVE SOME MORE

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

NEW ITEM

Baseball Caps with SHVR embroidered logo £7.00.

NEW ITEM

Leather Key Fobs with SHVR Logo £1.75.

NEW ITEM

Lapel Badges with SHVR Logo £1.75.

S.H.V.R. Windscreen Stickers (for inside fixing) £1.00 each.

NEW ITEM

Old logo City of Swansea Commemorative Plate £5.00.

NEW ITEM

Maserati Commemorative Rally Mug £3.00.

NEW ITEM

1997 Kinsale Rally Commemorative Bone China Plate £16.50.

WE HAVE SOME MORE

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

SURPLUS RALLY ITEMS

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

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



Christine Broughton or any Committe Member

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