

S.H.



V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER
20 YEARS SERVING THE ENTHUSIAST

OCTOBER 1997 MAGAZINE



THE THOUGHTS OF CHAIRMAN MIKE

Another extremely busy month and fun filled month for SHVR. Following on from the Wings And Wheels run, Alan and Christine Broughton organised a weekend trip to Welshpool which turned out to be a very pleasant and enjoyable break, as an alternative to Beaulieu. Judging by the absenteeism at last month's club night, I was reliably informed that the falling down liquid was in plentiful supply at the autojumble and claimed quite a few members.

SHVR and its members have been very active in the media this month. Mike W.W. has written a superb article in this month's Classic Car Weekly about the 1932 Rolls I found. Also Brian Peebles has had an article on his princess printed in Practical Classics, whilst John Rogers has decidedly gone one better by appearing in an antiques programme on BBC television. Not content with all this extra activity and publicity, a group of SHVR members attended the firing up of a World War 2 Spitfire at St Athens air base last week, and got maximum coverage by appearing on national news programmes. Well done everyone. Perhaps this coverage is helping us to attract new members. We currently stand at 188, the 200 mark seems to be getting ever closer.



One of the highlights of the SHVR calendar is the visit to Swansea by our friends from Kinsale. This culminates in the SHVR Autumn Run where we had some 68 vehicles entered over the two days. The success of the event was due to the hard work of all concerned and the support from sponsors. This year our main sponsors again were CEM Days of Swansea, Town Tyres and Brookes the auctioneers.

We seemed to face a plethora of last minute changes this year, where we thought at one stage we were disappearing up our own proverbials. We had to change the original start point and modify the run accordingly to suit the change in accommodation made by our Irish Visitors. It's a shame that the arrangements for the Sunday buffet at the Benbow also had to be changed at short notice due to the non-availability of the Chef. This meant that we had to go away from our base in the Mumbles. Luckily the Merton Rovers accommodated us at short notice and put on an excellent spread. I must thank John Presdee for his superb effort in sorting this out for us at short notice. Although John is no longer a committee member, it is comforting to know that I can always discuss the club with John and rely on him to help out when needed. Taking into consideration the welcome laid on by the Kinsale Twinning Association when we visited Ireland, it seems that the Mumbles Twinning Association and Mumbles Chamber Of Trade have got a lot to learn. Full report on the Irish visit to SHVR and the Autumn Run next month.



Mumbles Round Table have decided in their wisdom, that the format of the May Day Show should be changed and the emphasis should be on craft stalls and a car boot sale rather than a vintage car show. This leads them to decide to go it alone. This does not affect the May Day Vintage Car Fayre as the name belongs to SHVR and hence must go ahead as usual. However next years show will require the help and assistance of all SHVR members to substitute for the loss of numbers from round table. The present committee shall formulate a way forward for V.C.F. and shall put their views to the members at club night when the event shall be debated. We will need to recruit volunteers for specific tasks mainly associated with the organisation on the day. This is a big issue and must be decided by the members and not the committee alone.



There you have it, we all have to get to grips with the fact that the season has more or less ended. What next you may say. Don't forget the evening runs have now changed to Sunday lunchtimes. The Christmas buffet is not too far away and we must prepare for the ultimate award ceremony in the UK., "The SHVR Oscars". Time to plan those winter repair jobs that always seem to be on the list of things to do at the start of the winter and are still on the list the following April. Many thanks to those who either phoned or sent a short note saying how much they enjoyed the Autumn Run. It really helps to get some feedback, since it means we the committee are providing what the members want. Please remember that we are here to serve, so if you have any comments, good or bad, please let me know.

Safe Motoring and Restoring

Mike P



THIS MONTH'S CLUB NIGHT COMPETITION

There has been much said about the bubble car episode. We have decided to go for it and include the photograph below as this month's caption competition on club night. The best caption and runner up will both receive a bottle of wine. Entries to Mike P on club night.



LETTER FROM NEVILLE PUGH IN PEMBROKESHIRE

Dear Mike,

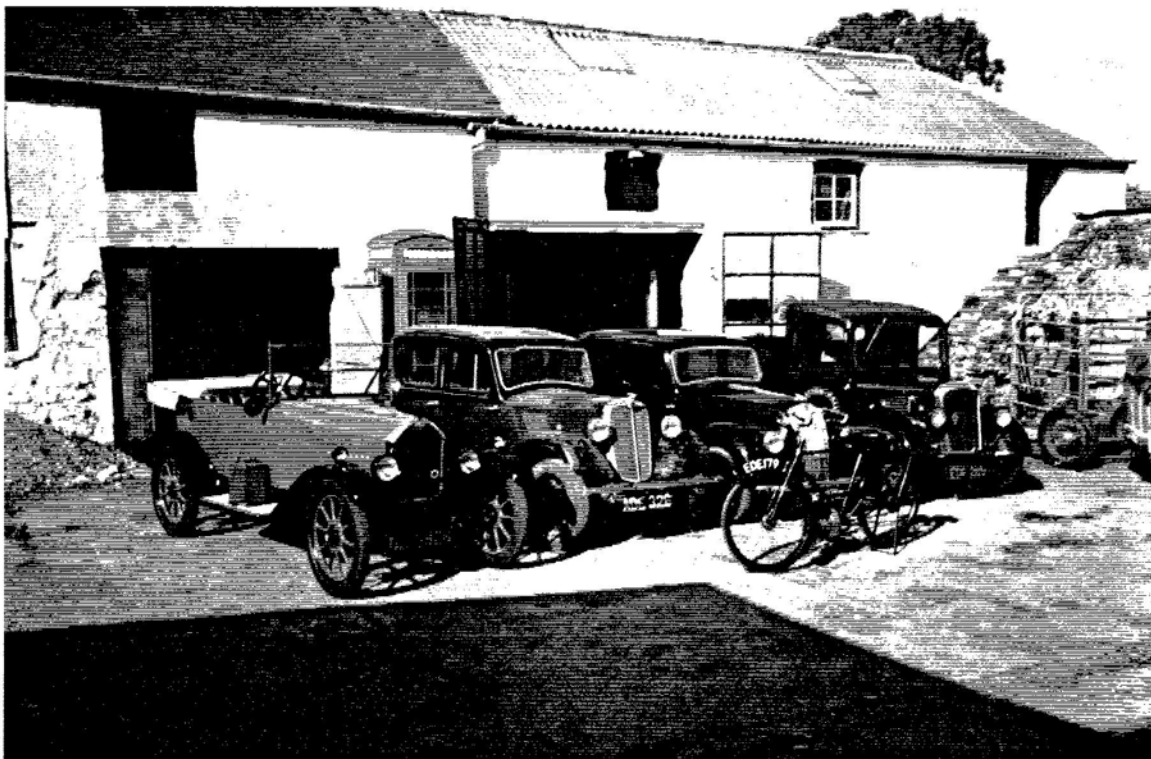
They talk about the joys of motoring. Well last weekend it was the joys of farming. I missed the Saturday run as you know, because I had a visit from the judges who came to judge my cattle. I was up early on Sunday, to get around the farm before setting off for the Merton Rovers car park. One of my Heifers decided that Sunday was the day to have her calf, so I just had to wait until she had "done it", to see that all was well. So again I've missed out on viewing the Leyton Roberts Collection. Please accept my apologies.

The enclosed photo is of my "Pembrokeshire collection" as follows :-

DE 3826	1923 Humber 8/18.
ADE 326	1935 Morris 8 pre-series.
MDE 350	1948 Morris E series E.
EDE 289	1939 Morris 10 cwt 12 hp truck.
EDE 179	1939 Scott Cycle Auto 98 cc.

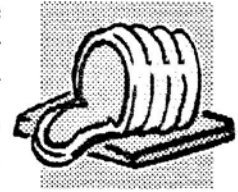
Missing from the photo is my 1955 Ford popular XDE 296 which is on loan to the Pembrokeshire Museum. The 1935 Morris 8 and 1939 Morris Truck are both 1 owner from new. The 1935 Morris 8 and the Humber were supplied new by Geo Ace & Co Tenby. The series E and Morris truck supplied new by Blands of Haverfordwest and the Ford Popular by Jeremy's of Haverfordwest. All are currently up and running except for the latest acquisition which is the 1935 Morris 8. I thought this might be of interest for your magazine, just in case you were a bit short of material.

Neville Pugh



SHVR LUNCHTIME RUNS

The bad news is that the SHVR evening runs have been cancelled for the rest of the year since we have decided not to ask members to take their cars out in poor weather conditions at night. This is particularly important for the older cars with poor headlights. The good news is that we are instigating Sunday Lunchtime runs which will take place every month during the winter. If the weather is bad just use a modern, the idea is to come along and have fun anyway.



So !. The first Sunday Lunchtime run will be on the 26th October and start at Pont Abraham at 11:30 for a getaway by 12:00. The final destination will be the Halfway Inn on the A40 near Nantgaredig, where Simon (the owner and SHVR member) has agreed to lay on a three course carvery dinner with coffee for £8.50 per head. All this and no washing up, what more could we want. Reset your watches and diaries for SHVR Winter Time (SWT) and full steam ahead for some continued fun.

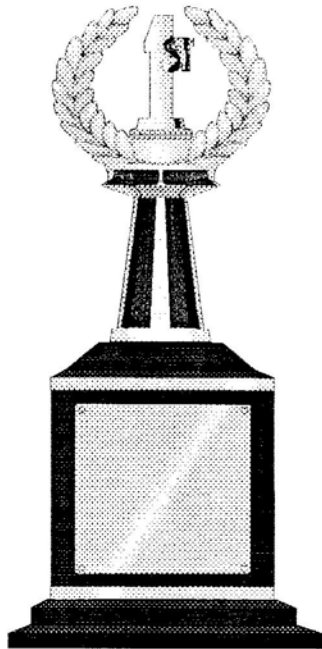


Since this is the first Sunday run we would like an indication of numbers to assist the Halfway Inn, so if you intend to come along, please ring Alan or Christine Broughton on 01269 870293 or Steve Mitchell on 01558 650620.

Steve M



SHVR CHRISTMAS BUFFET

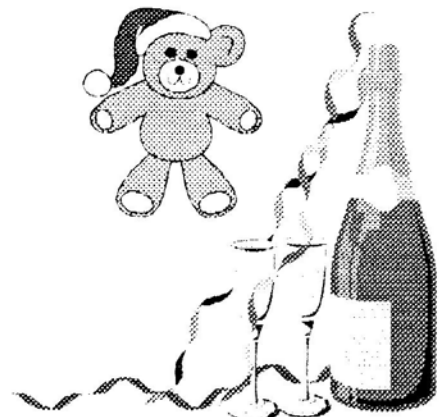


We have decided to enter the realms of showbiz, for this years Christmas Buffet and Club Night. Holliwood you're thinking. Yes, you've guessed it, we will be holding the "SHVR Oscar Award Ceremony" at this years Christmas Buffet. Just think of all those little bijoux c**k ups that you made throughout the year. Were they noticed, did you get away with it on the day, perhaps, but if it was noticed by the SHVR Magazine Roving Reporter you may be eligible for an SHVR Oscar. Not necessarily Holliwood, but more like Crinkly Bottom.

The ceremony will be presented by Mr M Palmer, member of the institute of mad motorists, and recent nominee (by the Kinsale Motor Club) for the position of UK Prime Minister to replace Tony Blair. No expense spared in this new celebrity event. Meet the stars, or in some recent "pocheen" related cases, see the stars (including Elvis). An event not to be missed and the foods free.

See You there.

Steve M



Don't forget that this years Christmas Buffet (15th Dec) will be held at the Merton Rovers and not the Admiral Benbow.

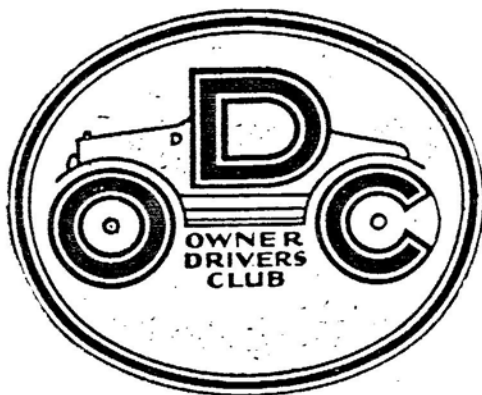
MOTOR CLUBS. WHATEVER BECAME OF . . .

Browsing through pre-war motoring magazines, the reader cannot fail to note mention of many car clubs which appear to have faded with the passage of time. Some of these long forgotten clubs were specifically for one-make while others were general clubs for the motorist of the day trying to compete – unsuccessfully – with the long established Royal Automobile Club and the Automobile Association.

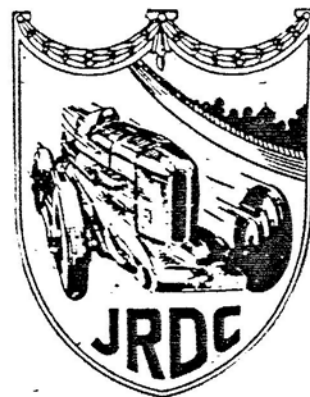
One example of the latter was the 'National Motorists Association' which was founded in 1935 by Captain A. Charlton Elliot. Fully trained NMA Scouts were uniformed and mounted on motorcycle combinations in the manner of the AA and RAC. Advantages of belonging to Captain Elliot's new organisation included 'free emergency running repair bills paid, each bill not to exceed 5s (25p). Defray of cost of towing a car to a garage up to 20 miles. Free technical and legal advice. Special department to deal with touring at home and abroad. Detailed routes and maps supplied. Additionally, every member automatically secured a free Lloyds policy against accident while driving or walking'. One interesting aspect of the annual subscription of £2 2s (£2. 10p) was that a proportion of the fee was to go to hospitals in the district in which the member resided. The colourful car badge was light blue depicting two motor cars on a road surmounted by the Union Flag, above which was a sports car of the period and a NMA Scout saluting. (One of these badges was recently auctioned by Sothebys for several hundred pounds).

Then there was the 'Society of United Motorists' formed in Cardiff about the same period as a non-profit making organisation to campaign against what was described as 'the iniquities of the speed limit' and other new regulations considered unfair to the motorist. Subscription was 5s (25p) per year. This Society certainly still existed during the early days of World War II.

Similarly, the 'Motorists Defence League' was a voluntary organisation founded in the mid-thirties to urge equality of fines, abolition of unnecessary regulations, improved parking facilities, education of all road users, provision of cycle tracks, rear lamps on cycles and non-skid roads. They also demanded that money taken from motorists in taxes be put to its proper use – for the building and upkeep of roads. The League pursued its policy by demonstrations in Hyde Park (for example), press propaganda, windscreen stickers, leaflets, and parliamentary activity.



Owner Drivers Club 1926.



Junior Racing Drivers Club Badge 1933

The 'Road Fellowship Club' started in 1930 and had rather different objectives. This club was formed to foster a spirit of friendship between all classes of road user, be it motorists, cyclists, or pedestrians. At various centres throughout the country, members met to discuss matters relating to road problems and their verdicts put to the appropriate authorities. The social side of the club included various events and sports meetings, while benefits of the 8 shilling (40p) membership fee in 1937 included personal injury insurance, reduced rates for RAC and NCU membership.

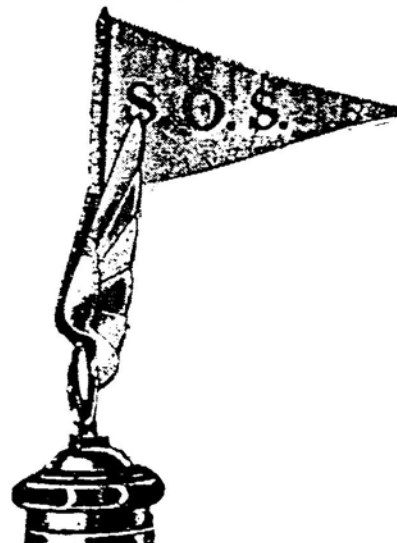
The 'Motorists League of Brotherhood' was a deserving cause which appears to have centred around the Yorkshire area, circa 1936, which organised motorists into providing transport to give outings to the disabled.

In 1928 A. Percy Bradley (Clerk of the Course at Brooklands) and Frank H. Bale, OBE, launched a movement known as the 'Order of the Road'. This was something of an up-market club which claimed to be the first motoring organisation in the world to demand definite and stringent qualifications

Motoring Association Badge and additional SOS Pennant 1926.

before election and, therefore, led the way in the now general belief that good, sound, courteous driving, coupled with a keen spirit of personal responsibility, is a factor of inestimable value in accident prevention'. Officials and members of the Order included Lieut-Colonel J. T. C. Moore-Brabazon, The Earl of Cottenham, Chairman of the RAC, Sir Arthur Stanley; Professor A. M. Low, Mr Kenneth Lee Guinness (who gave his name to the KLG spark plug), Sir Algernon Guinness, and Lord Breck-

The Motor Cycling Club founded in 1901.





Irish Motor Racing Club



Badge of the Motor Car Club which promoted the first Motor Show ever held in London and organised the original Run to Brighton in 1896.



League of Experienced Motorists Badge 1936.



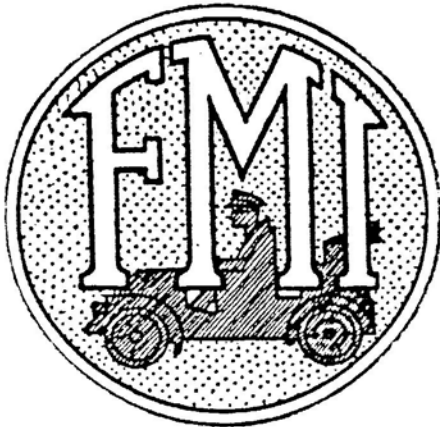
Royal Automobile Club



Road Fellowship Club Badge 1935



Master Drivers Club Badge 1967



The Fellowship of the Motor Industry Badge 1938.



National Motorists Association 1935.



Redex Tune Up Club 1937



The Order of the Road 1933.



The Light Car Club Badge of 1933



Redex Car Club 1952

nock. Like a page from Whos Who the list continued to include HM King George VI, the Dukes of York and Kent, Sir Malcolm Campbell, Lord Sandhurst, Mr H. M. Howgrave-Graham - then Secretary of the Metropolitan Police - and, as if to prove that this was a club which had no class barriers, the entire driving staff of match makers Bryant & May Ltd earned their badges of the Order.

If the motorist of the mid-thirties had held a British Driving Licence for at least five years without major endorsements, and observed the courtesies of the road and the Highway Code in letter and spirit, then he or she could join the 'League of Experienced Motorists' on payment of an annual subscription of 10s 6d (56p) and the benefit of a reduction in insurance rate, licence renewal reminders, and advice on the changes in road laws.

Similar benefits were offered to members of the 'Motorists Association' when that body came into being in 1926. In addition to a radiator cap mounted badge, which comprised a circular centrepiece with the initials 'MA' and vertical wings, there was available a small pennant carrying the letters 'SOS' for attachment to the wings of the badge when in need of assistance.

Another 'League' began in post-war years when in 1955 the Road Safety Committee of the Borough of Finchley began its own advanced driving test and formed the 'League of Safe Drivers'. Tests were undertaken by police driving instructors from the Hendon Police College who volunteered their services, largely at weekends. However, as eventually the majority of members were residents from outside the Borough, it became difficult to justify charging the Finchley ratepayers for this laudable scheme. In 1960 the League of Safe Drivers broke the ties with the Borough of Finchley and became an autonomous body with an entrance fee of 19s 6d (97½p), preliminary test 2s 3d (11¼p), and a 45 minute

Company of Veteran Motorists. In 1936 35,000 motorists were displaying this Badge.



advanced test 7s 6d (37½p). A centre button in the car badge was renewed each year free of charge after a refresher course.

Another club run on similar lines began in 1967 under the auspices of the British Safety Council and called the 'Master Drivers Club'. Again the examiners were ex-police drivers and admission to the club depended on passing a written test paper and an extremely thorough driving test lasting 2½ to 3 hours which covered town, country, and motorway driving as well as night driving and skid control.

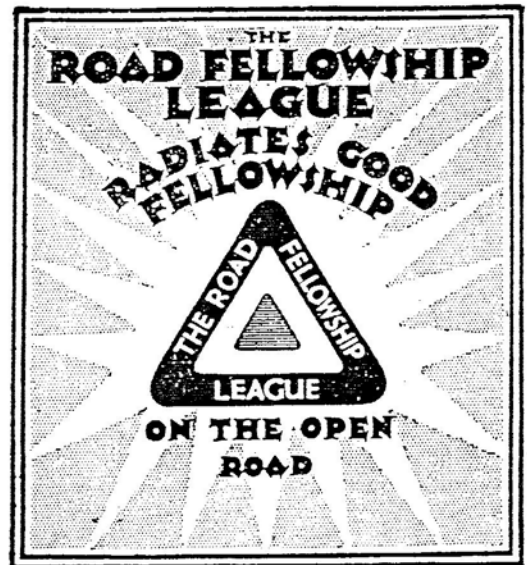
Some 'Clubs' were in reality merely commercial organisations catering for the car owner who delighted in overloading a badge bar with such examples as that from the 'RedeX Car Club', free to all regular RedeX fuel additive users in the 1950's. Earlier, in pre-war years, a similar promotion yielded the 'RedeX Tune Up Club' badge. Commercial exploitation was not new for back in 1926 a company specialising in flat rate charges for car repairs issued the 'Owner Driver's Club' badge.

Commercial considerations were to be found behind the announcement on 1st November 1955 by the British Motor Corporation of the formation of the 'BMC Drivers Club' for all drivers and driver's mates of Austin, Morris, and Morris Commercial vehicles used solely for the carriage of goods or passengers. Membership and badge were free and there were some benefits including accident insurance cover, a legal advice bureau, and a club magazine 'Sidelights'. The 'Bedford Drivers Club' was a similar arrangement sponsored by Vauxhall for drivers of Bedford commercial vehicles.

The 'Fellowship of the Motor Industry' was a club confined to people who had been associated with the motor trade for twenty-five years or more. Their badge of 1938 depicted a symbolic Veteran car, which was appropriate.

What, the writer wonders, became of 'The Company of Veteran Motorists'? Their car badge, in the form of a letter 'V', had an additional centre button with a number denoting the number of year's driving experience of the owner.

There was (perhaps still is?) 'The Steering Wheel Club' located in a convenient little bar-cum-restaurant in Mayfair, London, frequented by racing drivers and other lesser lights of the sport. There, built up many years ago by Desmond Scannell, then Secretary of the British Racing Drivers Club, was the finest collection of automobile car club badges. The Club barman, known to the regulars



EVERY MOTORIST should assist the campaign for promoting chivalry on the road by subscribing to this section of the National "Safety First" Association.

ANNUAL SUBSCRIPTION is only 5/- and includes a copy of "Safety First," the Official Quarterly Journal of the Association and a badge for personal wear or for attaching to motor.

ENROL at Head Office below, or at branch offices or garages, etc., where the badge of the League is displayed, or send the first year's subscription or stamp for particulars, enrolment form, and membership ticket, etc., to the Hon. Secretary:—

"SAFETY FIRST" OFFICES,
119, Victoria Street, London, S.W.1.



Badge of the Circle of Nineteenth Century Motorists in 1951.

as 'Frank', suddenly produced a handsome round badge decorated with the initials 'FOBMC'. No-one could identify this rare badge until one day, pressed to explain, the barman revealed with a grin that he had had it specially made for 'Frank's Own Bloody Motor Club'!

One club, by definition, is defunct. 'The Circle of 19th Century Motorists'.

FAST CLASSICS




1962 VANDEN PLAS 3-LITRE MK II

THE BIG Farina-styled BMC saloons don't look like real movers. The lines seem too upright, too stiff-upper-lip British to be tearing around our quaint little island. But few things are less dignified than

being overtaken by more utilitarian vehicles, so BMC borrowed the 3-litre six from its Austin-Healey sports car to make sure such embarrassments never happened. Okay, the engine is a shade less

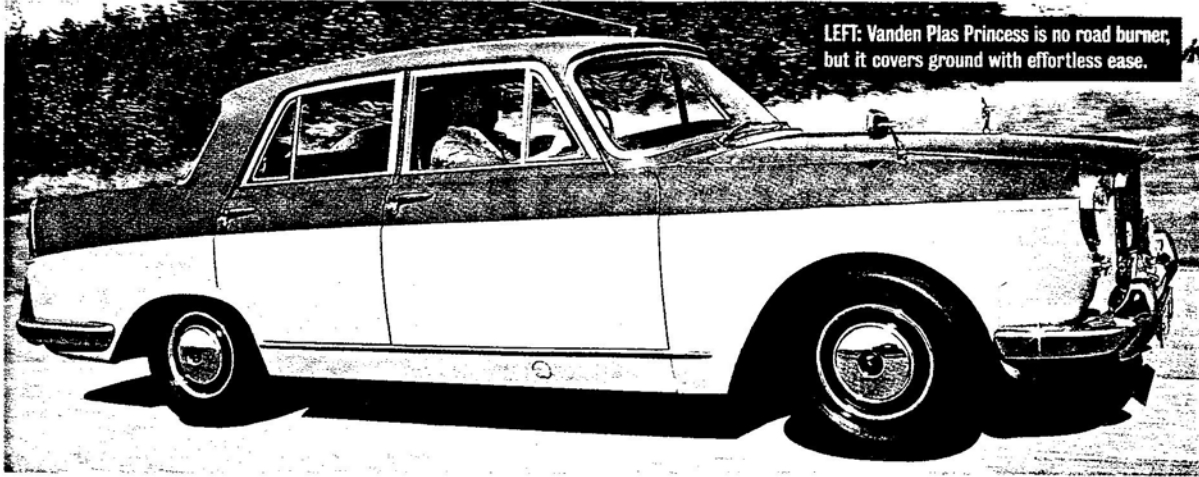
OWNER'S VIEW

Bryan Peebles, a bank manager from Carmarthenshire, is vice-chairman of the Vanden Plas Owners Club. 'I've always liked sports cars and I've owned many, but I had a long-term ambition to own a Vanden Plas. It's reasonably quick and has no trouble keeping up with modern traffic.'



pokey than the 124bhp Austin Healey version but it is still capable of propelling the wood-and-leather-clad Princess comfortably beyond the magic ton. The beauty of it is that the engine gets on with the job

'The 3-litre engine gets on with the job without fuss'



LEFT: Vanden Plas Princess is no road burner, but it covers ground with effortless ease.

SEPTEMBER'S EVENING RUN

Tuesday's evening run and the answer to last month's question is no ! The twenty car convoy was not beaten. A nice crisp evening at Pont Abraham saw nine vehicles disappear into the darkness. This was the first run that not only finished in the dark, but also started in dim light. However. Alan and Christine mapped out another delightful run, skirting the Gower and ending at the Merton Rovers Rugby Club for bar meals. The general concensus of opinion was that with the darker and colder nights and four legged things with tails who supply milk wandering on the common roads without lights as well as our cars, there might be a serious risk. This has prompted a rethink on the winter (BRRR!! Some of us don't have heaters or demisters) runs. Rather than struggle in the dark with the obvious element of discomfort and risk we will move the runs to a Sunday (starting on the 26th October), so that we can still maintain what is turning into a regular monthly social event. See you there.

Mike P



EARL'S COURT MOTOR SHOW COACH TRIP

Paul Arnold is running another coach trip, this time to the Motor Show at Earl's Court. The cost is £13.50, which includes the entry into the show. For more details, please contact Paul on 01446 730158



MEMBER'S LETTERS

So, you've been driving for years and you know all there is to know !! So test your knowledge by answering the following questions. **QUICKLY !**

- 1 You suddenly stop day dreaming and realise that you are approaching traffic lights. They are showing AMBER. What colour comes next ?
- 2 You are involved in an accident. What must you do ?
- 3 When must you not accelerate ?
- 4 What colour traffic light comes after RED + AMBER ?



Answer 1 - Red. Hands up who said "Red or Green" !!

Answer 2 - The Highway Code says you **MUST** stop.

Answer 3 - You must not accelerate while being overtaken.

Answer 4 - If you know please tell me I never hang around long enough to find out.

Furthering the discussion about red traffic lights, I read somewhere that near the end of the war (1939 - 1945), the RAF roundel lost its red centre, as red can be seen from the greatest distance. I have seen photos of RAF aircraft with only blue and white roundels, but I thought that this was because red paint was in greatest demand on the black market.

In about 1961 or 1962, I was stopped by the police on the A11. I was asked if emergency vehicles should have red or blue lights and was shown a sample of each. As you know, they took my advice and chose blue. I wonder if they asked anyone else.

John Williams

FOR SALE



Rusty Morris 1000 Wheel with an apparently unused 5.20 X 14 remould tyre with standard road tread.

Morris 1000 tyre, apparently unused, but with Town & Country tread.

15 inch wheel, steel, pierced, from 1964 Reliant Sabre 6GT. Will also fit early Scimitar Coupe, early TRs, and possibly MGA. (MGBs had the same bolt pattern so might make an emergency spare). Tyre probably illegal.

Dolomite rear bumper and number plate lamp, pair of front seats in black plasticky stuff. Good condition.

1098 MG or Morris conversion parts to allow fitting to Marina or Ital engine, ie 1275 rear engine plate, and modified flywheel, mounted in a clapped Marina engine. Copy of how to do it from Enjoying MG Magazine.



Most of the above are open to token gesture type offers. Phone John or Barbara Williams on Pontardawe 01792 864731.



CLASSIC DAY: Crowds turned out for the second annual show held by the Pontarddulais Vintage Agricultural Motorcycle and Classic Car show held at the town's showground. John Cooke, of Southerndown Avenue, Mayals, Swansea, is pictured with his pride

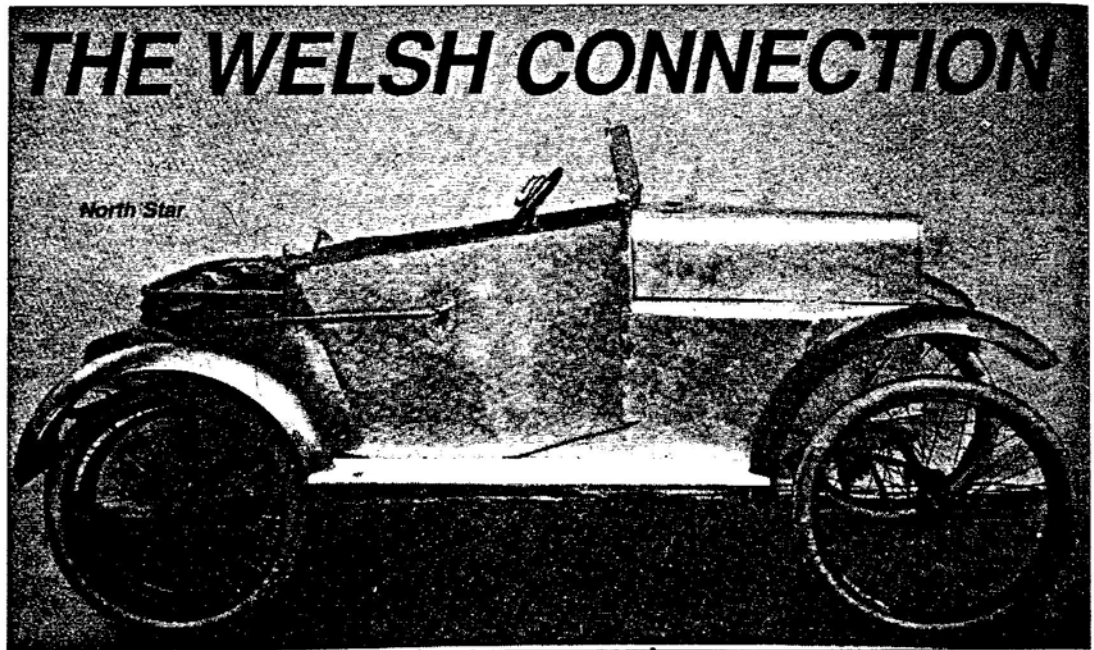
and joy — a 1935 Rover 14 streamline coupe. Now completely restored, the vehicle lay in the premises of L&M Motors at Weaver's Yard, now the site of the Swansea Sainsbury store, until Mr Cooke bought it in 1989.

GETTING THINGS DONE AROUND HERE IS LIKE MATING ELEPHANTS:

- 1. IT'S ALWAYS DONE AT HIGH LEVEL.**
- 2. IT'S ACCOMPLISHED WITH MUCH BELLOWING.**
- 3. IT TAKES TWO YEARS TO GET ANY RESULTS.**

Sir John Payne-Gallwey, BT.

Tyre tracks



Just as the aristocracy became involved in the growth of the railways during the 19th century - logical, since they were major landowners over whose properties many of the tracks were laid - so they also took an interest, both as customers and investors, in the fledgling motor industry. We saw in the December 1996 issue how Sir John Daniel, with interests in collieries, steel and shipping became involved with the makers of the Hampton car, but he was not alone.

Earl Fitzwilliam, whose kinsmen the Phillips family of Bronwydd, Carmarthenshire, were early motorists, invested heavily in the Sheffield-Simplex car company in Sheffield, financing this from his colliery interests in the north.

The Sheffield-Simplex was a luxury car, competing directly with the Rolls-Royce for quality, price and clientele, but not all Welsh-connected aristocrats aimed at the same market.

Sir John Frankland Payne-Gallwey Bt was

rather later on the scene, forming his company, Sir J F Payne-Gallwey, Brown & Co Ltd, in February 1920, but whilst like Earl Fitzwilliam he had strong colliery and shipping interests, the cars which he marketed could not have been further removed from the lordly Sheffield-Simplex. The fourth baronet in a line which commenced in 1812 with General Wir William Payne, the younger half-brother of Ralph Payne, Lord Lavington, Sir John is a shadowy figure now rather regarded by the family as something of a

'black sheep', but his partner Clifford Llewellyn Brown was a Welshman, and much of the finance for his company came from Welsh investors. These included Sir Joseph Davies, KBE, coal owner Harry Davies of Cardiff, Claude Percival Hailey, also a Cardiff coal owner, David Percival Barnett, a Cardiff ship-owner and the Mercantile Chartering Shipping Agency of Cardiff.

Initially the company was set up in order to act as a factoring company

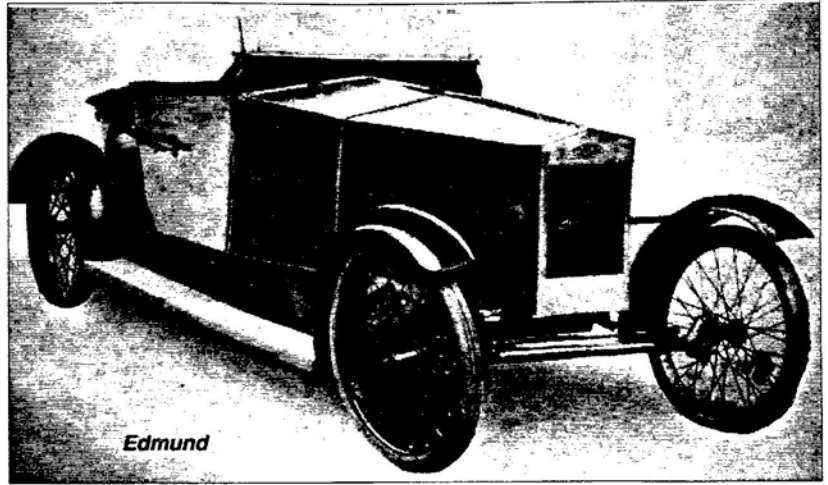


Text and pictures courtesy of
MIKE WORTHINGTON-WILLIAMS



supplying collieries with machinery and plant, as coal owners, railway waggon proprietors, iron and brass founders and goodness known what else, but by the November 1920 Olympia Motor Show they were exhibiting two distinct makes of motor car.

The smaller of the two was the North Star runabout, a flimsy belt-driven cycle car powered by an air-cooled four horse-power Blackburne single cylinder engine and with a Gradua-type gear which gave a total of seven speeds! A two-stroke Precision-engined version was also offered. Final drive by John Bull belt was to the rear nearside wheel obviating the need for a dif-



To what extent the North Star met its extravagant maker's claim is open to question ... it was something of a joke at £165.

ferential, the whole arrangement being claimed to ensure 'a silent, elastic drive, free from noise, vibration and jar'. To what extent the North Star met its extravagant maker's claim is open to question, but in specification alone and even in 1920 it was something of a joke at £165.

Its stablemate was the slightly more sophisticated Edmond Runabout, a two-cylinder two seater with a single dickey seat, powered by a flat-twin Coventry-Victor engine, with three forward speeds in a gate-change gearbox and the refinement of shaft drive to a crown wheel and pinion on the rear axle which, nevertheless, drove only the nearside rear wheel. Both cars featured plywood and aluminium sheeting in their construction, the Edmond costing £198, and both were made for Sir John's company by the Shand Motor and Engineering Co Ltd of North Star Works, Lee Green, London SE. The chassis of the

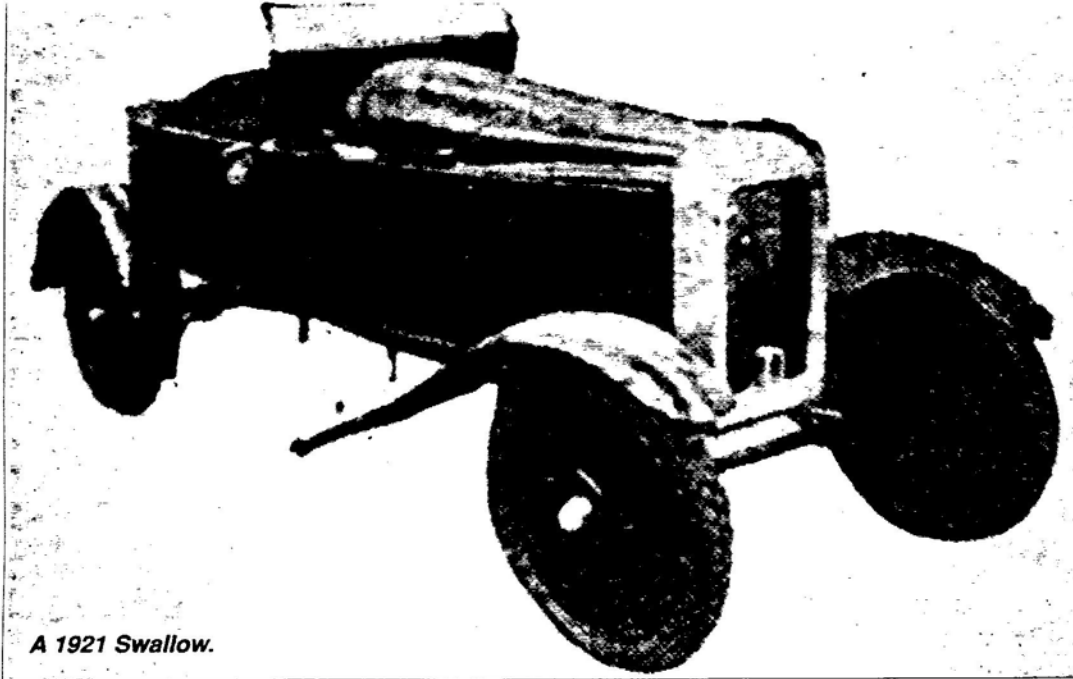
North Star was described as 'wood blocks reinforced by steel grips and bolted together to give immense strength and resilience', and it featured a kick-start similar to that found on a motorcycle.

The optimism required to market such primitive devices, and indeed to persuade hard-headed Welsh colliery owners to invest their war profits in them, says a great deal for Sir John's powers of persuasion, if not his business ethics. But despite his worthy endeavours little more was heard of either the North Star or the Edmond. By way of diversification, however, Sir John announced in November 1920 that his company had also acquired the sole distribution rights in the UK (but excluding Eire) for the American-built Kelly-Springfield truck. This was hardly a clever move, when the war-surplus dumps at Slough and Plymouth were still full of army lorries (including Kelly-Springfields) being sold by the War Disposals Board for a fraction of the cost of new ones.

By November 1921, Sir John was trying again, and at the White City overspill from the Olympia Motor Show he exhibited the Swallow, a light car with plywood bodywork and a channel steel chassis offered as a 2+2 seater for two adults and two children on an 8' 6" wheelbase, and as a sporting two-seater on an 8' 3" wheelbase.

FOR SALE

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



A 1921 Swallow.

The family model featured an 1100 four cylinder water-cooled Dorman engine, two speed and reverse epicyclic gearbox (similar to a Model T Ford) and worm final drive, whilst the sports model boasted a Blackburne air-cooled Vee-twin engine of motorcycle type, with similar transmission to its stablemate.

It was billed under the slogans *No Summer is complete without its Swallow* and *The only Swallow which is not a bird of passage*. Apparently overlooking the fact that just a year previously they had been offering the belt-driven North Star, the company stated, "We wish to emphasise that we are offering not merely an ordinary cycle car with its chain, belt or friction devices, **all of which sooner or later will give trouble**, but a vehicle at an unheard of price embodying all the advantages of live axle-driven vehicles". The addition of bold type is mine, and one wonders what the previous year's customers of the North Star thought of that!

Sadly, although the Swallow had been Sir John's hope for 1922, that was the year in which Sir Herbert Austin introduced his Austin Seven (celebrating its 75th anniversary this year). The Swallow died a-borning, and was certainly one Swallow that **didn't** make a Summer.

Sir John was nothing if not persistent, however, and at the same time as the Swallow made its appearance, he was involving himself in an Anglo-Belgian venture, again financed by money from coal - albeit this time up in Whitley Bay - and shipping interests in Tynemouth, as well as mining interests in Durham and Belgium.

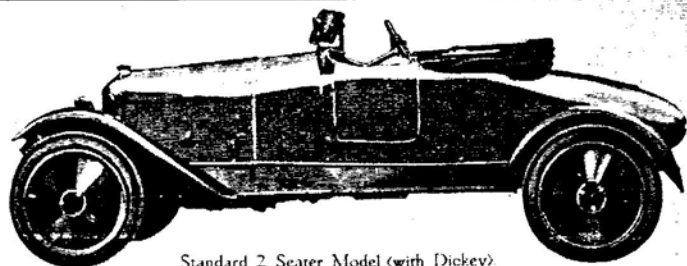
Carrow Cars Ltd, initially of Whitley Bay, Newcastle and later Hanwell in London, built a conventional light car with Dorman engine (later with Belgian-

*The Swallow died a-borning
and was certainly one
Swallow that **didn't** make a
Summer!*

designed Peters engine), based on the Belgian-built PM car. Sadly it was as short-lived as Sir John's other ventures, and although kept afloat by the Belgian parent company, it had ceased to be manufactured by October 1923, and was exhibited at the Motor Show only once in 1921.

Sir J F Payne-Gallwey's own company struggled on until April 1927, when it went into voluntary liquidation, and all its Welsh investors - including Clifford Llewellyn Brown, Sir John's partner - lost their money. Just one Carrow car survives today, and of the North Star, Edmond and Swallow there is no trace.

Tyre tracks



Standard 2 Seater Model (with Dickey)

CARROW CARS, Ltd.

ENGINES: 11-9 Dorman.
WHEEL BASE: 9' 6"
EQUIPMENT: C.A.V.
STEERING: Marles.

MODELS: 2 Seater.
4 Seater.
Saloon.
Coupe.

PRICE from **£525.**

52 Dean Street, Newcastle-on-Tyne.

WORKS: HANWELL, LONDON.

RONALD RULES OK

"What are you doing next Friday?" said Mike. "Not a lot" I said. "Right Oh!" said Mike "You're taking Ronald MacDonald to the Children's Hospital in the Jag then". "Oh good" I said. The problem is that it is little things like this that help promote the club and keep us in the papers, so it has to be done. It's a good job we managed to get hold of a new armature for the Jag dynamo. We phoned on Tuesday and it was delivered on Wednesday lunch time in the post. £47 including postage. Not bad I thought, since on Saturday I did not think we could get hold of a new part, as you always think the worst. Must have been the influence of Ronald MacDonald.

Still, Friday came round and we were ready to roll again having cleaned off the Gold Mines mud. The new dynamo was charging a treat. I met Mike at Penlleagaer Services, the Mk1 I was dripping wet having been attacked by a rampant Mike P with a pressure washer. I'm not sure it was just the outside that had been cleaned since a worried burger freak reported water dripping out the back door when we arrived at MacDonalds. We adopted a low profile while Ronald entertained the children. There was this fear that we would be dragged in to help with the magic show, and what could be worse than the kids showing us up. There we were eating our burgers quietly in the corner, when we were accosted by Ray Foley. It's more difficult to hear him coming without the exhaust note of the MGA, bit sneaky really. Ray said he had spotted the two Jags parked outside, we reckoned we'd found him out, he was Ronald's agent really.

Ronald finished the show and we loaded up ready to run down to the hospital. It was strange to hear a broad Essex accent, I thought Ronald was American. It turned out that he owned two Ford Zephyr 4 MkIVs so we spent most of the time discussing cars. I tried to recruit him to SHVR but it seemed Essex was too far away. You can only try !! We did a quick run down to the Hospital at Neath and Ronald did his bit again for the Children. It was quicker than I expected, but I suppose the aim is not to tire the Children too much. We arrived back at MacDonalds in Skewen with Ronald causing havoc behind the counter. It had been fun, I still can't get over the Essex accent. Ronald was off to Cross Hands, the next port of call in his national tour, although I do think that the road to Essex was going to be calling later in the day. At least Mike and I had increased the number of children by two. All in a good cause !! Great fun.

Steve M



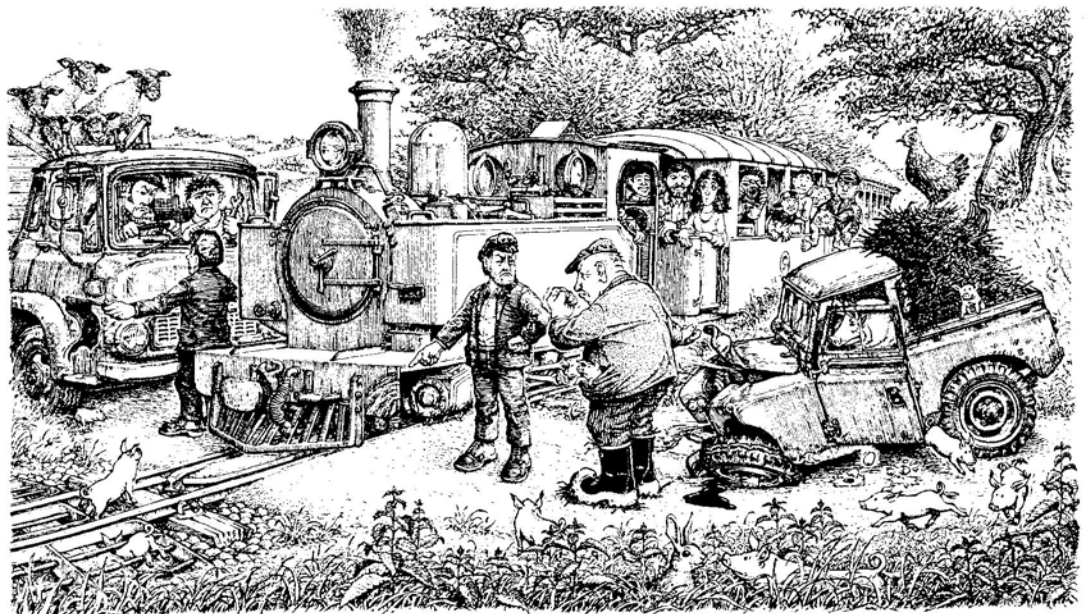
SWANSEA - WELSHPOOL BEAULIEU WEEKEND

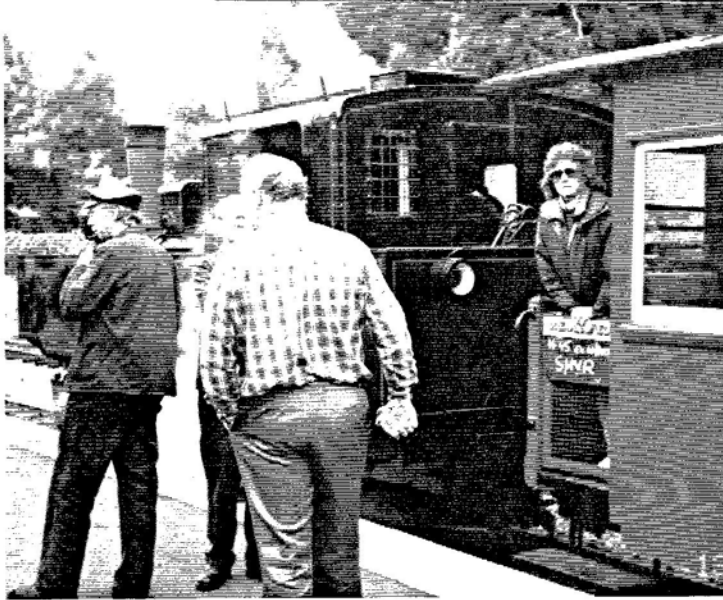
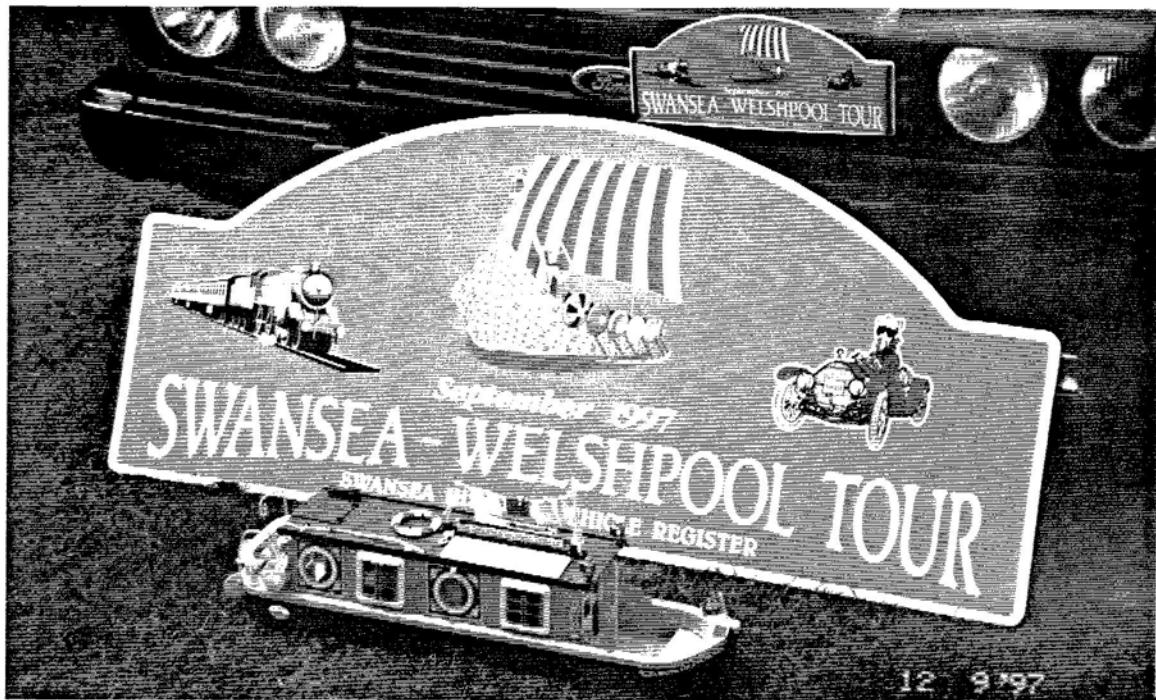
Cor ! Dear me, they're at it again. SHVR's mass evacuation. The majority leaving Wales for some sort of collecting and swapping weekend at Beaulieu. Rumour has it that before you participate in this ritual, you must be anaesthetised with copious amounts of falling down liquid and must stay this way for the duration of the event (good practice for the Irish Trips !!). All joking aside, I have been reliably informed that all those that went to Beaulieu had a good weekend and some bargains were hunted down, cornered and whisked away following the money exchange ceremony.

The alternative trip away to Welshpool was organised by Alan and Christine Broughton. Some eight vehicles left Swansea and Cardiff for a leisurely run up through Llandrindod Wells to Welshpool. We stopped off at Powys Castle on the way up to view the Castle and Grounds, our only mistake being that we should have allowed more time to take it all in. It is a superb location and well worth another visit. We toured Welshpool several times before finding the Golfa Hotel which would be our HQ for the Saturday Night. We were taxied from the Hotel to our waiting canal boat, which would be our floating restaurant for the evening. The three course meal was excellent and the trip up the canal was very relaxing, it was a new experience to see everything illuminated in the floodlighting from the boat. Even more interesting doing a three point (or was it thirty point) turn in a seventy foot canal boat. I offered to assist and asked where the handbrake and throttle was, somehow I got no takers.

We highjacked some taxis back to the Hotel, definitely scope for an ABBA franchise here, there wasn't a taxi in sight even the ones we had booked. We resuscitated ourselves back at the hotel with copious amounts of falling down fluid, before staggering to our rooms. The next day came all too quickly and after a good breakfast we were off to try out the railway. We saw the train as it passed the hotel on the way to the station at Welshpool. We parked the cars and climbed on board the carriage that had been reserved specifically for SHVR. It was right behind the train so we could stand outside at the front of the carriage and witness the competition between the steam train and Alan B's pipe. The train won !!. The 50 minute trip up through the valley was both relaxing and exiting, we were right behind the action and could clearly see the train driver and his team as they controlled the engine and fed its hunger for coal and water. Unlike modern machines, this one was alive with character and a heart and it spat fire and steam. A superb experience !!.

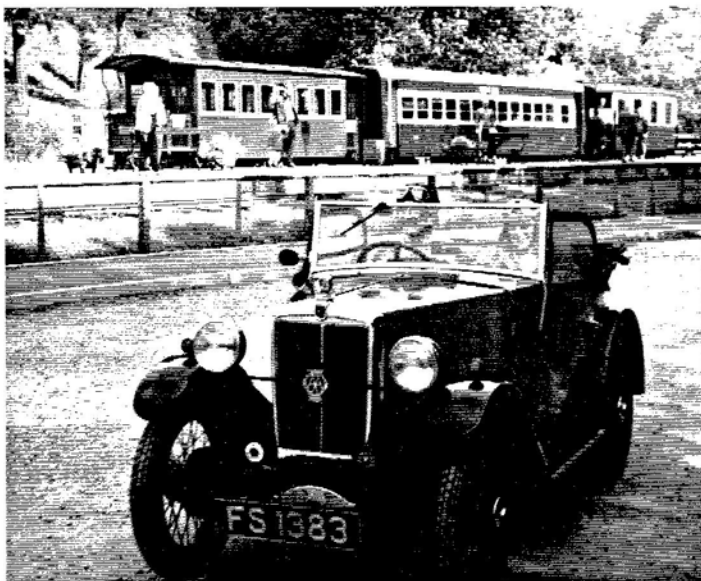
We stopped at the end of the line for a quick sandwich before heading back to Welshpool, this time we were at the back of the train with an empty line behind us.





We had a leisurely run back to Llandrindiod Wells where we looked round the cycle museum and then on to the Little Chef at Builth Wells for evening sustenance. We said our farewells to our weekend friends and headed back to Swansea. It had been a relaxing weekend yet at the same time an exhilarating weekend, meeting new friends and taking part in something completely different. A most enjoyable weekend and a refreshing alternative. Definitely one for next years calender..

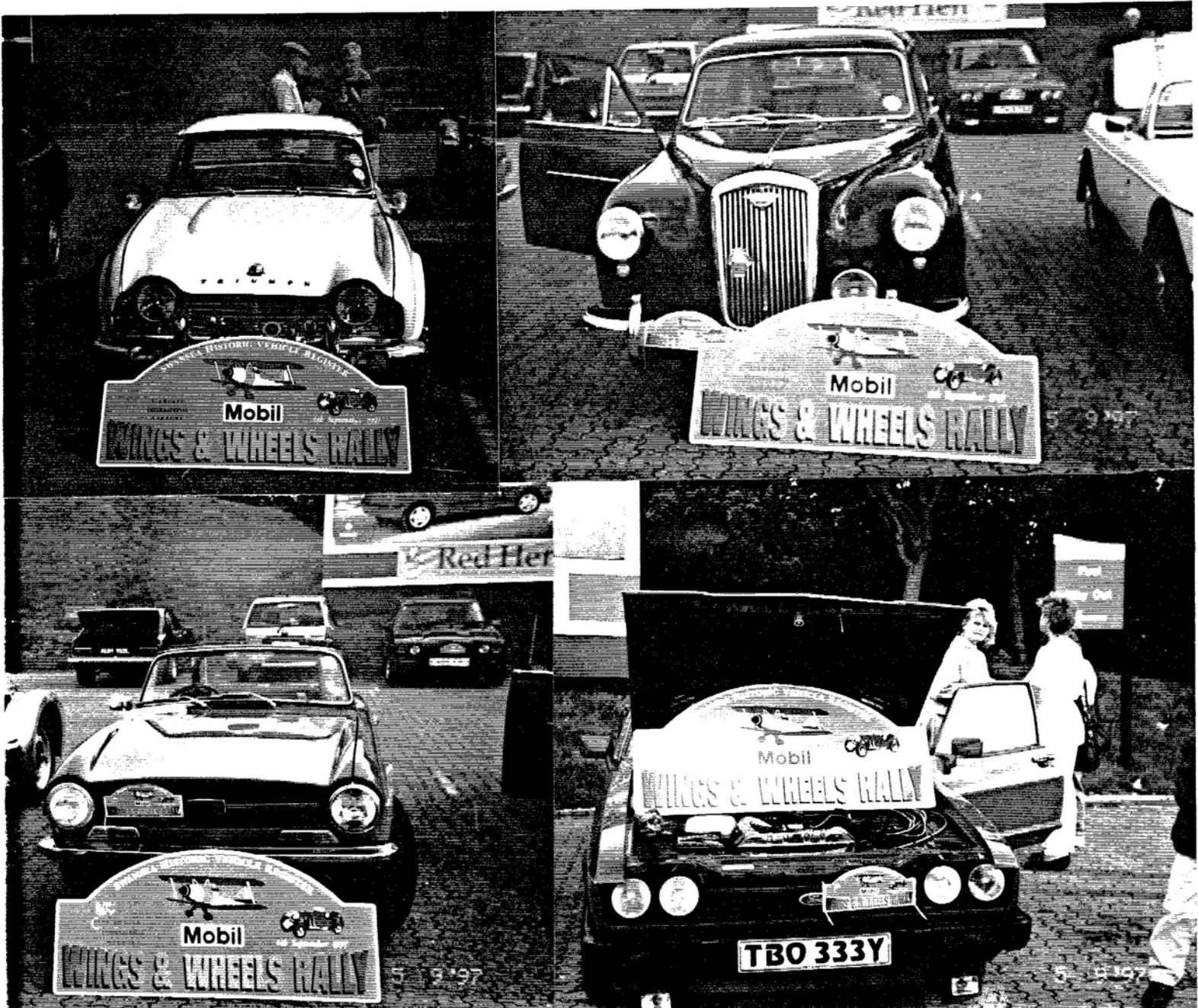
Mike P

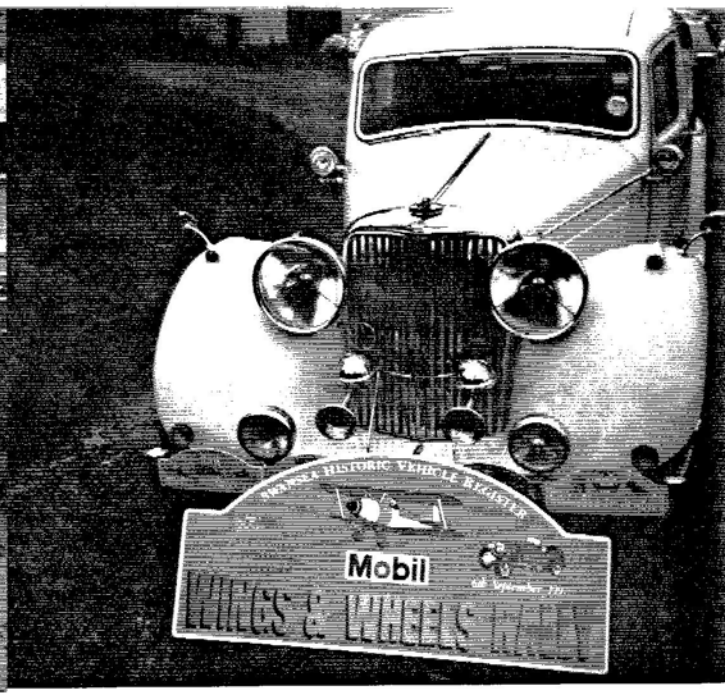


AIR DAY WALES ROAD RUN

Saturday 6th September, Air Day Wales, the event that never was !. In keeping with most other events on the 6th September, Air Day Wales was cancelled. However some people, who had entered the show, expressed a wish to participate in a road run later in the day. After paying our respects to Dianna Princess Of Wales in the morning, some twenty plus Wings and Wheels entrants met at Sarn Services on the M4 in the afternoon for a 100 mile road run which took us through Llanharran, Cowbridge, skirting Barry and running around the perimeter of Rhoose Airport (where the event would have been held), through Wick and along the beautiful coast road into Ewenny where we had a welcome break.

The road book had been put together in an "in-promptu" fashion from a map, due to the short notice, there had been no time to drive the route. This caused some consternation on the day since some of the junctions shown on the map were not as simple as the cartographer indicated. Still we are hardened navigators now, well some of us are !!. Lets say we got there but not necessarily by the correct route. Some even failed at the first hurdle leaving Sarn Services, a white 1948 Jag lead the convoy off in completely the wrong direction and only the local knowledge of Gareth in his superb Lotus saved the day. However we converged from all directions to eventually meet at Ewenny, relieved that we had met the challenge and made it, even if it had meant stopping and exchanging notes at numerous junctions. Well done Gareth !!.

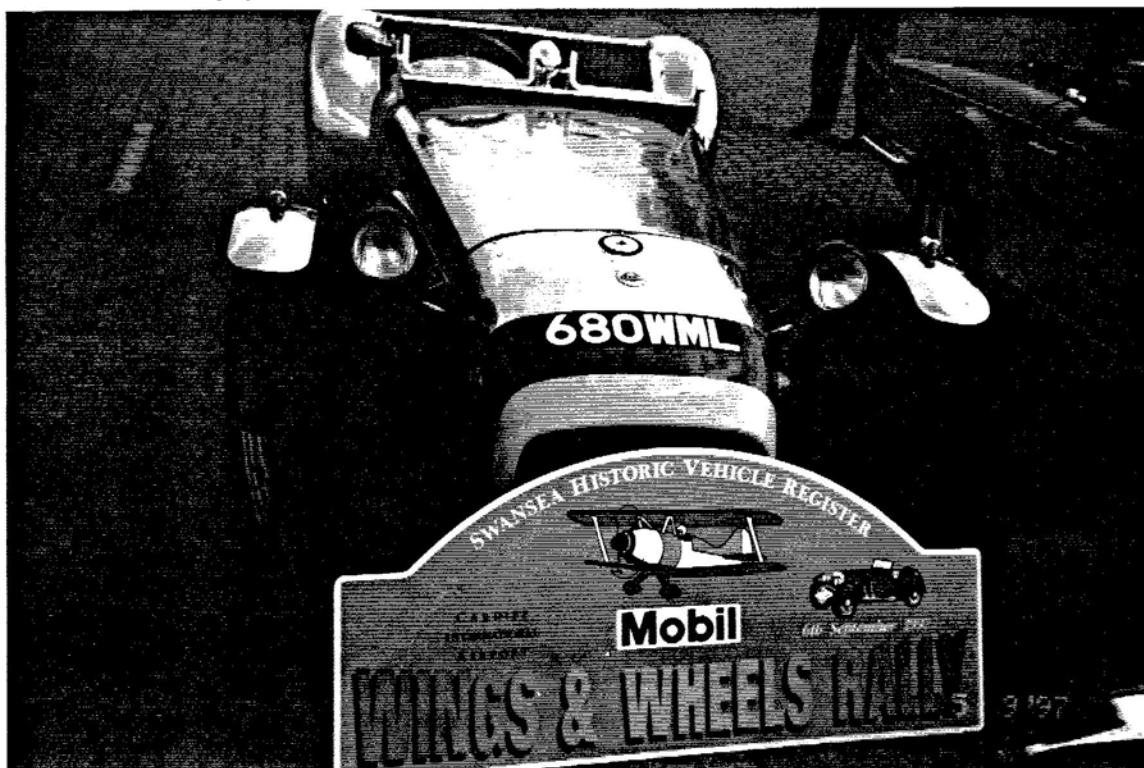




Suitably refreshed we set off for the second half, confident that we could match any challenge that the road book presented. We sailed through Stormy Down and then on through Pyle. To pass Margam Park on our right. Some of us failed at Port Talbot but we found our way back onto the high road to Cwmavon and then through Pontrhydyfen, the birth place of Richard burton and Ivor Novello. We continued on through Cimla and then into Neath where the fun started. I think it is fair to say that no more than two cars took the same route through Neath. The words in the road book "continue through Neath" were interpreted as "find as many different routes through Neath as you can". There were cars everywhere, we always threaten "Maximum Chaos", this time we really achieved it. However as dramatically as all the cars dispersed this was complemented by how simply they all reconvened on the Pontardawe road, as if it had all been choreographed, to take the back road to Ammanford. I had to keep looking in the mirror, it seemed strange going down this road without the bubble car on the back.

We finished at the Halfway Inn at Nantgaredig, where our host and fellow SHVR member Simon made us extremely welcome. We lost a few entrants en route !!, Shopping I suspect !!, couldn't have been the road book. "Bit of a marathon run this time, wasn't it Mike", said the Broughtons. Well, when an event is cancelled at short notice and you only have three days to generate an alternative, then improvisation is the name of the game. Still we all agreed it had been another good SHVR day out. Planned entirely from the smallest room in the house, even the planner's seat had a hole in it !!.

I was reminded by some witless (is that spealt right) SHVR member. "The job's not finished till the paperwork is done" !!



Mike P

PARKING ABOUT
 ANYONE wondering what to do with their mother-in-law for the day might like to invest 35p in this excellent service in South Glamorgan. And you can claim your 20p on the way out!



SHVR NEW MEMBERS

Chris Reed from Mount Pleasant in Swansea has joined the club with his 1950 Dodge US Airforce Truck and a 1960 Humber Hawk.

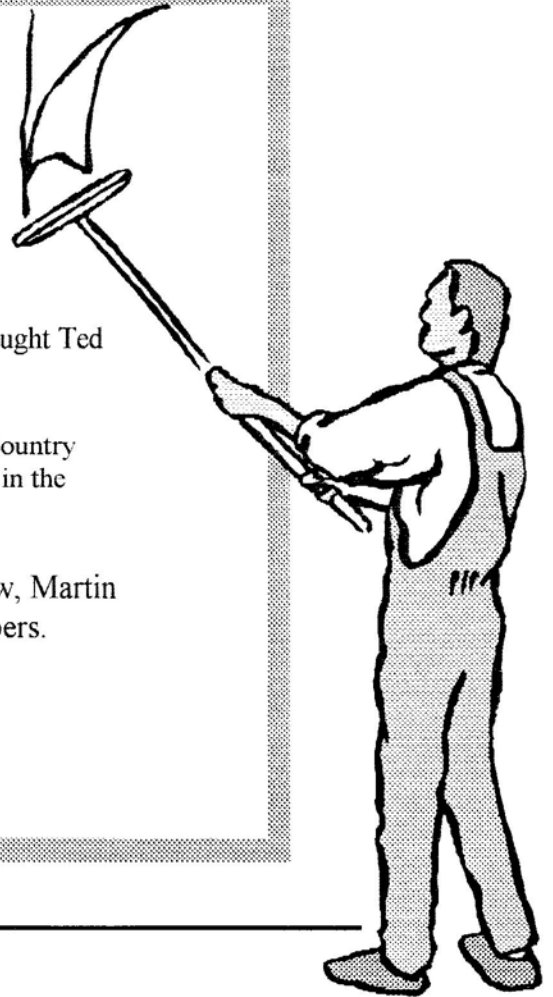
Andrew Brock from Loughor in Swansea has joined the club with his Ford Granada.

Martin Davis from Trebanos in Swansea has joined the club having bought Ted Purcell's Austin Somerset.

Mervin Granville from Pyle has joined the club with his superb Ford Country Squire. It is the only one in the country and is probably the longest car in the country.

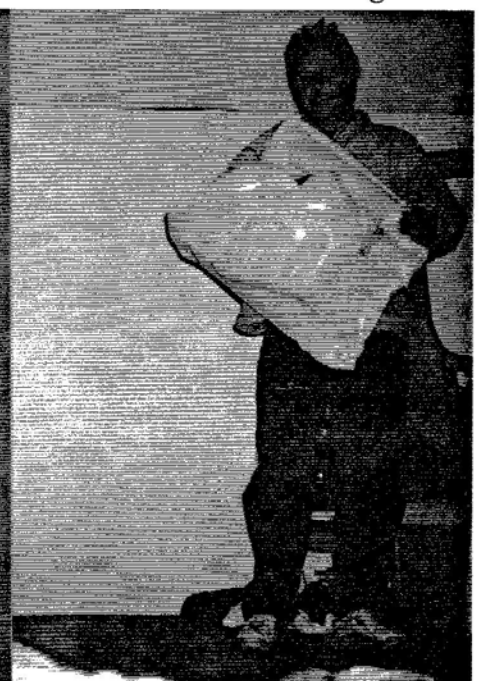
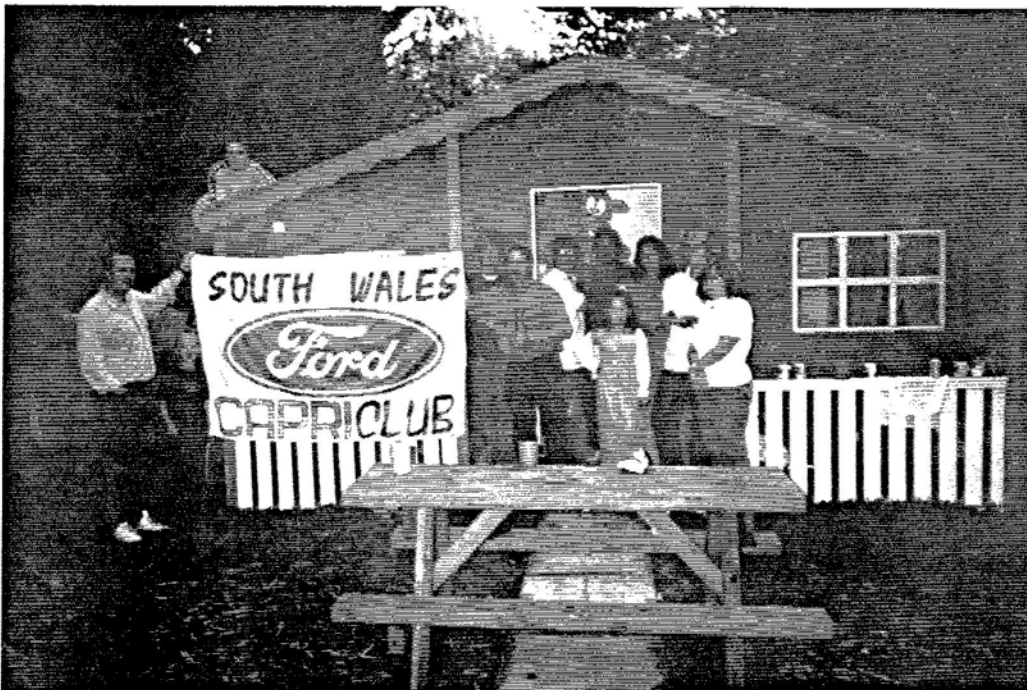
I would like to take this opportunity of welcoming Chris, Andrew, Martin and Mervin to the club on behalf of the committee and the members.

Steve M



REMINDERS OF LAST MONTH'S ABERTAWE TOUR AND MOUNTAIN GATE GATHERING

What's Tom doing ???



"Four'd Star Hotel you said Harry !!"

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)

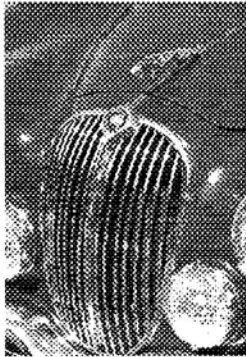
Wolseley WD II - £100
Lister D - £100
Villiers - £30
Lea Howell Water Pump - £100

Oak Old Type Shop counters 2 drawers deep. 2 x 8 foot long. 1 x 9 foot long. £25 the lot.

Please 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 Mk1 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

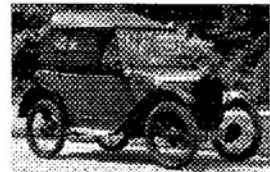
Glass for Mk 1 - £15

Air Wiper - £25

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

Pair of XK Jaguar Headlamps and Rims £95

Please contact Robert Reagan on 01495 222066.



FOR SALE

1976 Rover 2.2 SE. Immaculate. White. F.S.H. 50,000 Miles Please Telephone 01792 298179



FOR SALE

Riley OHC Head (Year Not Known). Also Type 35 Borg Warner Auto Box.
Please Phone 01554 749984.

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.

FOR SALE

3 Vintage Groundsman's mowers circa 1930. One hand push multiblade "finishing" mower. Two motorised mowers with 2 stroke non-detachable head Villiers engines. £25 and £55. Please contact Alan Broughton on 01269 870293.

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

1955 A35 project. Rebuilt bodyshell, all welding work done, 1275 A+ engine plus loads of spares £300 the lot. Please ring Ted Purcell on 01792 865502.

FOR SALE

1955 Riley RME project. Body rebuilt and painted. Engine rebuilt. All new chrome and interior. Needs putting back together. Offers. Please ring Mike Palmer on 01792 203638.

FOR SALE

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

FOR SALE

1973 Marina 1.3 coupe. Needs welding. 50,000 miles offers around £150 to Huw on 01792 862080 eves.

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

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

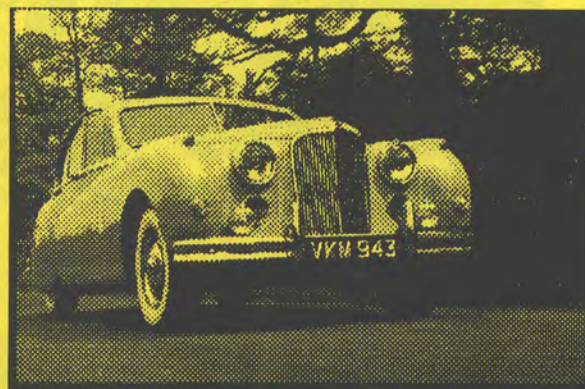
Johnny Thomas - 01267 290215

HONORARY VICE PRESIDENT

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INSURANCES**

CLASSIC CARS OUR

SPECIALITY



CIRCA 1924 ROAD ACCIDENT, PRIVATE HIRE CAR ON RIGHT
(NO LUGGAGE PLATFORM) AND PRIVATE LIMO

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