

S.H.



V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER  
20 YEARS SERVING THE ENTHUSIAST

SEPTEMBER 1997 MAGAZINE



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



## 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.

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## FOR SALE

1954 Austin Somerset, MOT'd and taxed and in daily use. Recent expensive engine rebuild £1450 ono. Please ring Ted Purcell on 01792 865502, eves & weekends.

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## 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.

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## 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.

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## FOR SALE

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

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## FOR SALE

1969 G reg Capri 1600. Needs OS front wing and some welding to the drivers floor. Otherwise its sound. Offers to Rowan, 01792 864591 eves.

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## FOR SALE

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

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## MAGAZINE FRONT COVER

If you would like to see one of your own vehicles on the front cover of future issues of this magazine, please send a photograph to Mike Palmer, 10 Carnglas Ave, Sketty, Swansea, SA2 9JG.

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## 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.

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## MAGAZINE PICTURES

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

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## 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

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## SHVR OFFICERS

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

## SHVR COMMITTEE

Alan Broughton -	01269 870293
Christine Broughton -	01269 870293
Bill Radford -	01792 649168
Johnny Howells -	01792 425745
Tony Vaughan -	01792 366640

## PRESIDENT

Johnny Thomas - 01267 290215

## HONORARY VICE PRESIDENT

Mike Worthington-Williams

## PATRON

Ray Legate - 01923 827551





## THE THOUGHTS OF CHAIRMAN MIKE

For the second year running, our August Bank Holiday Weekend of events attracted a record entry of up to sixty cars on both day's road runs. Saturday's run to the Goldmines at Pumsaint and Sunday's Abertawe run to the Mountain Gate, took us through some of the best countryside in South and West Wales. Both events, thanks to very generous sponsorship, proved to be excellent value for money. My thanks to Brian from Castell Howell Frozen Foods, Jan and Mike from Abertawe Service Station, Lynne Thomas from the Mountain Gate Inn and Debbie Foley from Tenby Travel, for their support.

Both Steve and I can reiterate that the pressure is really on when you are the organiser of any event. I have to say that the Bank Holiday's events were great even for the organisers. Everyone was in good spirit and we had some good laughs. Everything went well, the weather was even kind to us despite the odd shower. We had some invaluable help on both days from club members who seemed to enthusiastically "muck in", just what we needed.

We are continuing to pick up new members, so 200 members by Christmas now seems to be a real possibility.

The evening runs are proving to be very popular, perhaps we should continue these through the winter months, or maybe a Sunday lunch once a month within easy travelling distance for members. Last month's club night at the Benbow, saw another fine array of members cars. It's good to see SHVR members getting the most from their vehicles. It would be an added bonus to our events, if we could get some more 20s, 30s and 40s cars on our runs. So come on you members with older cars, let's see more of them on our runs in the future. We always work out the routes with older cars in mind and try to avoid really bad roads and steep hills. The next opportunity will be on the Autumn Run in October, when the Irish make their annual pilgrimage to SHVR. As I write, we are putting together two days of Motoring runs.

We are always looking for new ideas for events etc. If you have any thoughts, comments, or advice, please speak to myself or Steve, or any committee member. We must all not forget that the job of the committee is to serve the wishes of the members. Don't forget as well, if you find you have some time on your hands we could always do with some help organising events.

The Maid has just arrived with the tea, so it's time for a cuppa.  
Take care and safe motoring.

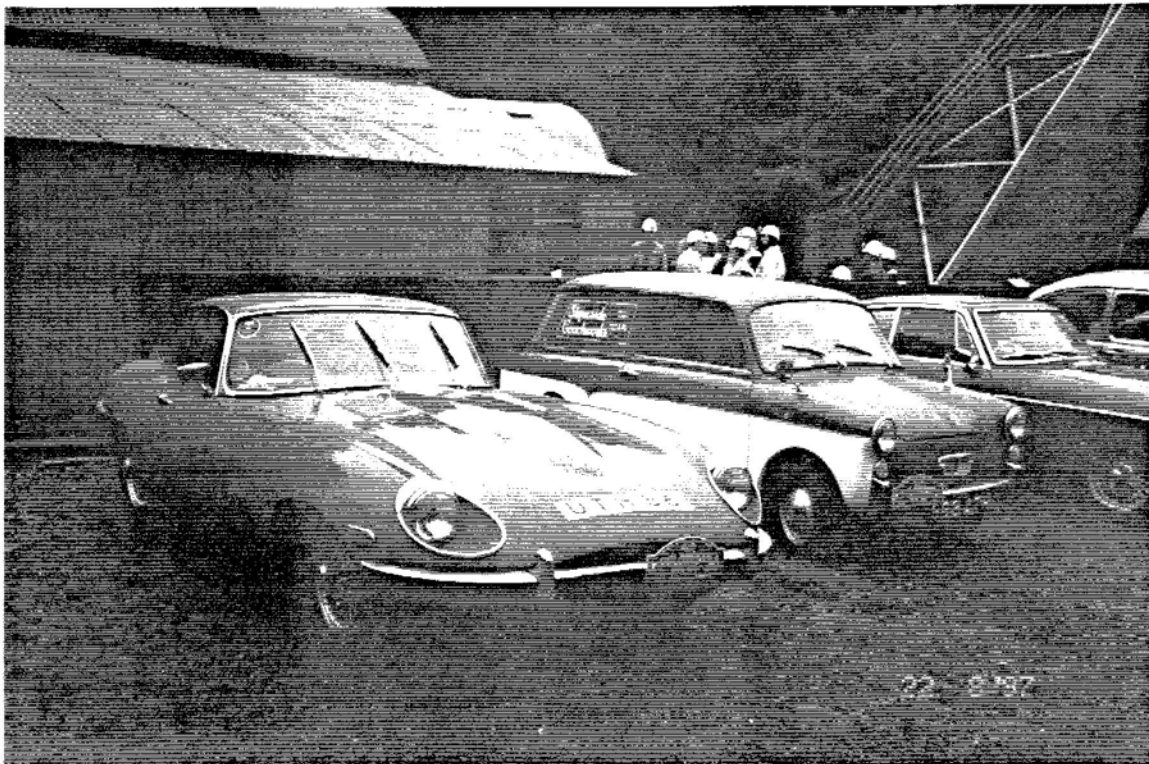


*Mike P*

## SHVR GOLDMINES RUN AUGUST 23<sup>RD</sup> 1997

We came back from Denbigh Show on Thursday night and it had rained all day. Confidence was not high. I phoned Christine Broughton who came up with Val on Friday evening to help put up the Gazebo's at the Goldmines, to try and generate some extra rain-proof areas for eating on Saturday. As it turned out, our fears were not fully justified and the weather was reasonably kind to us on the day, at least it didn't interfere with the days events. The rest of Friday was spent sorting out maps and filling envelopes. By late in the evening we were ready, which was just as well, since the medicinal drinks had begun to take their toll.

We were at Pont Abraham early on Saturday morning, but were beaten by a black Mk I I Jag whose owner bravely assisted with parking manoeuvres. The show was on the road, or at least in the car park. There was a steady arrival of classic cars and towards the end we seemed to completely choke the top car park at Pont Abraham. This was in keeping with our usual levels of chaos. I'm still bemused as to how come it takes so many people so long to fit one rally plate on an XK150. Perhaps we need to review our rally plate design, I did say I had some 6 inch nails in the car, but there wasn't a mass of enthusiasm at this idea. The next worry was the roadbook, had we made some subliminal mistake.



We set off in the Jag behind Brian Schofield in his Hillman, our plan was to check the route as we went and then stop and advise the following cars if there were any problems. We passed Brian and set off in the lead, having left Mike P to act as tail end charlie. The sun came out and despite a small jam at Carmarthen we had mainly open roads. I clocked about 70 miles from Pont Abraham to the Gold Mines, we had gone through Llandysul and Lampeter which was new ground for one of our runs. It was a good run I really enjoyed it. We arrived at the Gold Mines about 10 minutes ahead of the next car and were somewhat concerned that the carpark was very full with holiday makers. We would not get all our cars in. The manager of the Gold Mines agreed to open the top gate and allow about 20 of the first cars to park in the Gold Mines compound. This greatly assisted us such that by the time the last car arrived, the compound was full and both bottom car parks were full. Time for lunch. I must give Mrs Williams who runs the Café full marks for the quality of the food and the speed of service. There were even some Welsh Cakes left after Christine Broughton had succumbed to the baking aroma the night before. Many of the run participants took part in the underground tours, there was no rush to leave, we were content to relax and take in the surroundings.



## SHVR GOLDMINES RUN AUGUST 23<sup>RD</sup> 1997

The second half of the run took us down through Abergorlech and Brechfa. I had a Black Mk11 on my tail who was forced to anchor on when I stopped at a narrow left hand bend with a ditch right at the side of the road. The four wheel drive coming the other way had a bull bar which was too big a match for my P100s. Now you would have thought that one of the organisers of the run would have known the route having spent quite some time figuring out how we could avoid the cars turning right on the A40 into Bancyfelin. The narrow turning on the left off the A40 was not signposted as per the roadbook. Still the Mk11 got there OK bravely assisted by Dave and Juanita Channing who had been forced to abandon the white 240 at home due to wheel stud problems.

What a god send, Jerry Lloyd had volunteered to help with handing out the brass plaques at the Fox and Hounds. This meant that we could relax at the end of the run, our job having been completed for the day. Many thanks Jerry, you made our job a lot easier and enabled us to enjoy the food at the Fox and Hounds. We filled the car park with a varied array of classic cars. There was only one modern, a grey Mercedes whose owner volunteered to move it since it looked out of place. The food at the Fox and Hounds was excellent, the landlord had agreed to fit us all in prior to his evening bookings which started at 7:30. We set off home in the Jag but were struck by a defunct dynamo at Carmarthen. The battery was large enough to see us home on sidelights and occasional fog lamps. We stripped the dynamo down when we got home. Sad news, it was definitely dead, and suffering from an ashen looking armature. It would not be ready for the next day. I actually leathered down the Jag in the garage to get rid of some of the mud. This is rare for me, but it had done a good job and had not really let me down. Touch wood, we have these little bijoux problems but we always seem to get home. Maybe this is one of the attractions of running a classic car, for the older cars there is always an element of challenge.

We had made some new friends on the day. SHVR had gained some new members. Everyone had really enjoyed themselves, especially two tired XK150 and Gilbern owners who had done every tour at the Gold Mines and were the last back at the Fox and Hounds. Was it the walking, the struggle with the rally plate or getting lost underground that had caused the tiredness. It had been a good day for us all with the emphasis on enjoyment and having fun. We had learnt from the Castles run and were continuing to improve the formula.

Many thanks to our sponsor Debbie Foley of Tenby Travel, and many thanks to those who assisted on the day, including Hywel Evans, Dave Channing, Christine Broughton and her sister Val, and Gerry Stock and Andrew.

*Steve M*



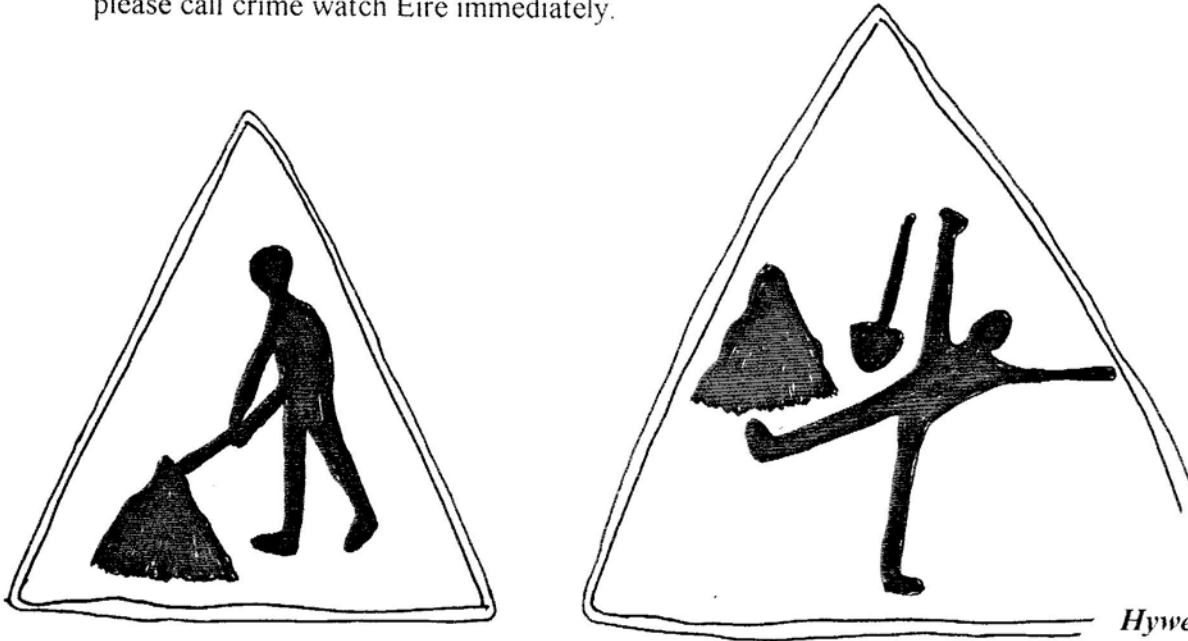
Seen on the Gold Mines Run a Volkswagen, Morris MO, Austin A40 and a dozen Minors !!



## MORE FROM MALLOW

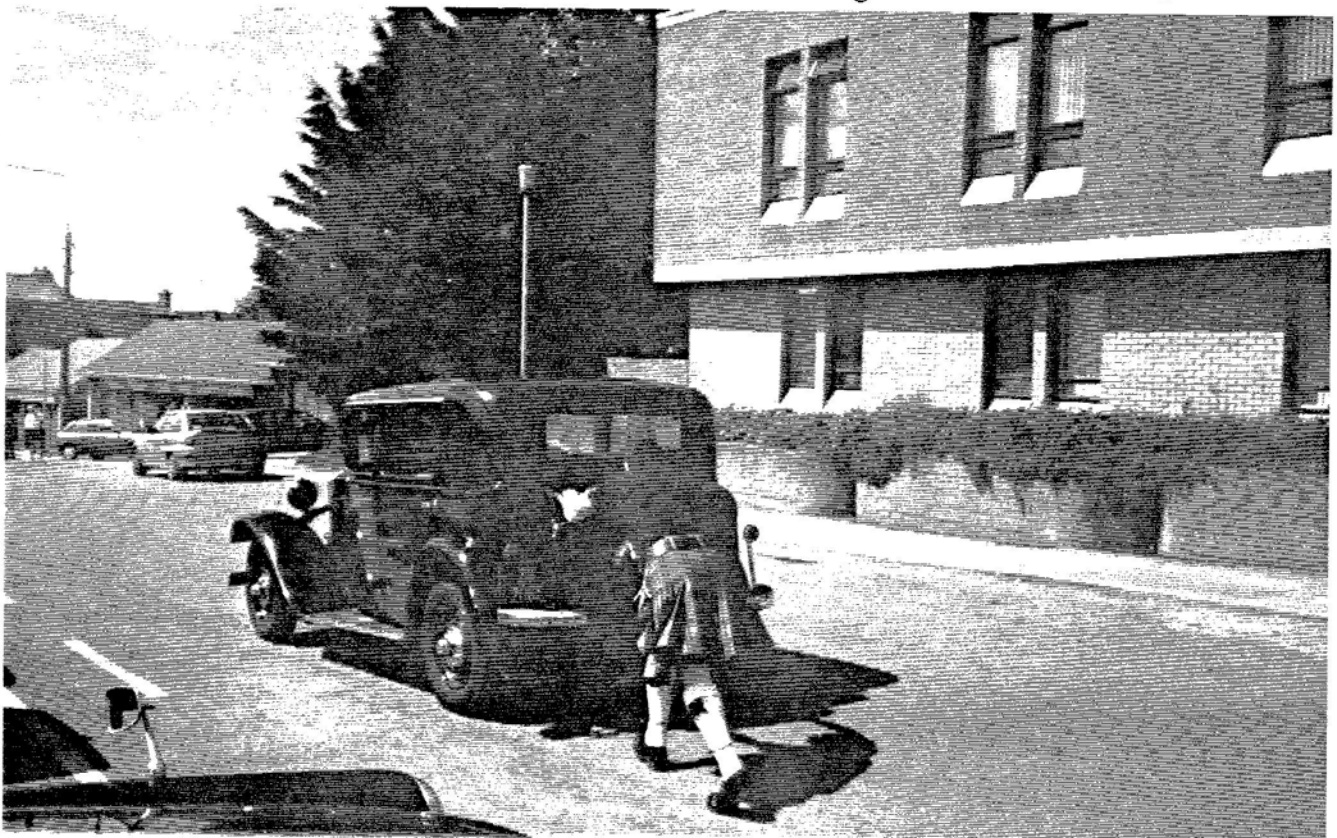
### Beware Men At Work

On the 6<sup>th</sup> July 1997, the Garda Chief stationed at Ballinhassig received a report of an offence of Criminal Damage committed nearby. Apparently a large white American Car, with four hysterically laughing occupants was seen to inadvertently drive over a council road sign. The only identifying marks being the letters S.H.V.R. on a rally plate. If you can identify these fugitives, please call crime watch Eire immediately.



## THIS MONTH'S COMPETITION

The picture for this month's clubnight competition has been kindly supplied by Bernice Green. The best caption supplied to Mike Palmer on clubnight wins a bottle of wine.





# MORE THOUGHTS FROM MALLOW 1997

## Extract from the West Waterford Tourist Guide

“You will soon arrive in the tiny village of Ballyduff,....., in front of you, you will notice a most unusual building perched upon a hill overlooking the village. This building is the local Garda Barracks. It is said that the design for this facility was originally intended for India, however, there was a mix up in part of the plans somewhere along the line and it was erected by mistake in Ballyduff.”

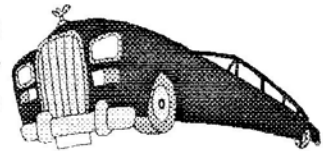


### Eating in Ireland

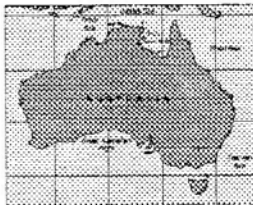
Whilst dining at a rather high class country club, a rally participant complained to a waitress that her order of smoked salmon had been served uncooked. Not being accustomed to catering for the tastes of SHVR members, and the method of cooking smoked salmon having been lost possibly centuries ago, this invited many suggestions as to what to do. The most printable and realistic suggestion being :- “Oh just shove it in a pan!”. Now I know why our club is famous throughout the British Isles.

### New Record

Daryl Lewis, driving what I believe to be a seven litre car, smashed all previous records for the longest time taken to drive from Ringashiddy Ferry Port to Cork City - 3 Hours. He was later heard to say “I don't know what is wrong with the car, I think it must have been seasick !!”



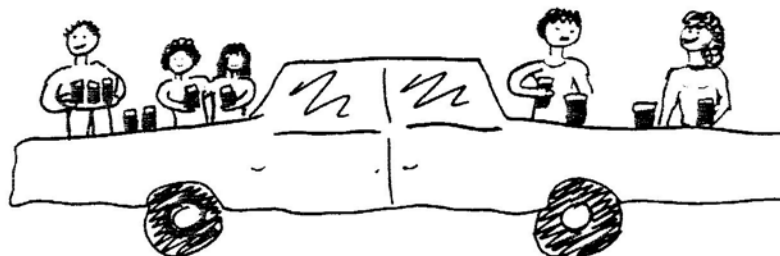
### Navigation



Rumours circulated among the participants of the Mallow Run, not to follow Paul Blackmore and Steve Pearson, due to their unrivalled skill for getting lost on route. However their navigating improved considerably when their map accidentally blew out of the window !.

### Diplomacy

“Taff Fu”, the ancient Welsh art of preventing people from sitting, or placing pints on the bonnet of your car, was ably demonstrated by Daryl Lewis throughout the Mallow Weekend. His black belt earned by attending the May Day show over many years proved invaluable, whilst removing children by various parts of their anatomy without attracting the attention of the guards. Apparently, Grand Masters of the art grow to twice their size, tear clothing, and turn green at the sight of a beer ring on newly polished paintwork.



The Lincoln Bar at Castletownroche



## SHVR NEW MEMBERS

**Bob Hillman** from Bridgend has joined the club with his 1971 Morris 1000 pickup.

**Arthur Jones** from Cardiff joined the club on clubnight and took his 1948 Lanchester on both the Gold Mines Run and the Abertawe Tour.

**Keith Turner** from Newton has joined the club with several Lancias, and came on the evening run to the Old Cows Cupboard.

**Bernard and Wendy Reilly** from Cardiff joined the club with their now famous BMW Isetta Bubble-car, a Morris 1000 Convertible and a Morris 1000 Van, having enjoyed both the Gold Mines and the Abertawe Runs.

**John Moody** from Pencader has joined the club with his 1965 Buick Skylark and a 1972 Cadillac Fleetwood, again an enthusiastic participant in the Bank Holiday Events.

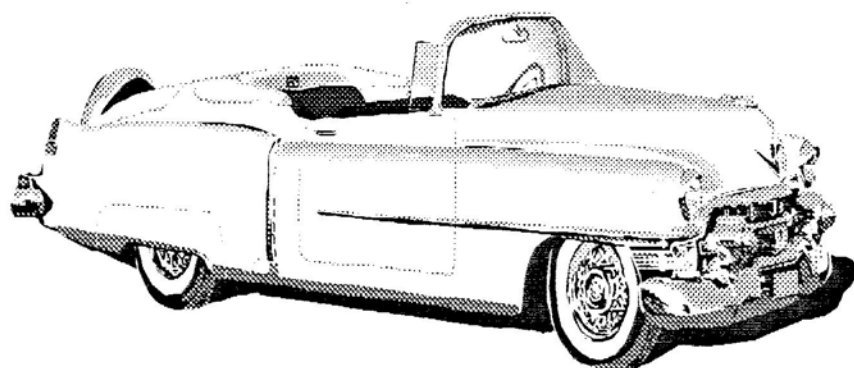
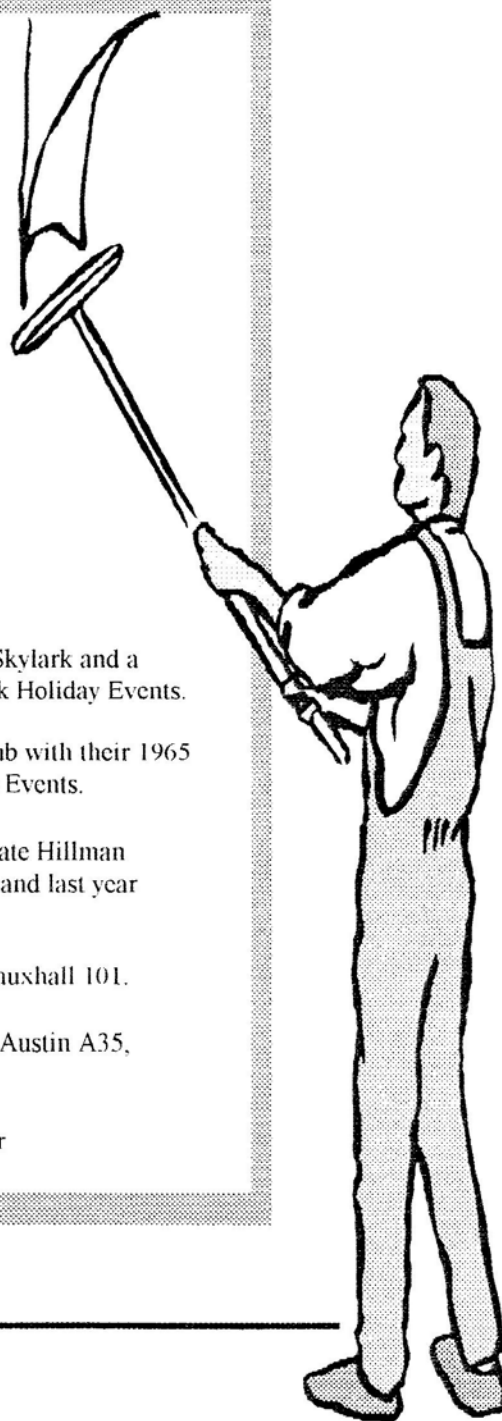
**Tony and Maggie McAvoy** from Ammanford have also joined the club with their 1965 Ford Cortina which completed both the Gold Mines and the Abertawe Events.

**Michael Evans** from Ammanford has joined SHVR with his immaculate Hillman Avenger Tiger which has been seen taking part in many of our events and last year completed the Milford Haven to Monte Carlo Run.

**C A Anderson** from Glanamman has joined the club with his 1965 Vauxhall 101.

**A Watkins**, again from Ammanford has joined SHVR with his 1958 Austin A35, which I believe has just had a new engine fitted and is raring to go.

**L J Davies** from Neath has joined the club with his 1960 Ford Popular



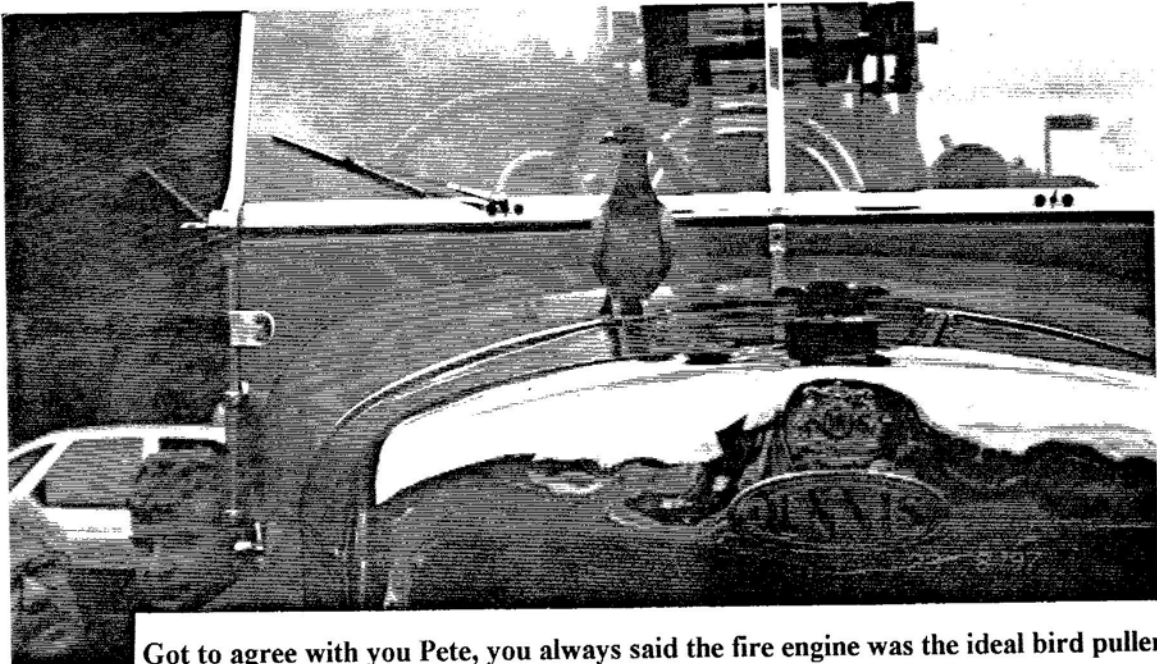
I would like to take this opportunity of welcoming all the new members above to the club on behalf of the committee and members.

*Steve M*

## ABERTAWE TOUR AND MOUNTAIN GATE GATHERING

Get there early said Jan Glinternick we do bacon and egg rolls at Abertawe Services. She's right they do and their great, highly recommended. The garage forecourt was busy when we arrived there were already a significant number of cars probably more than last year. Jan and Mike were organising the parking whilst trying to give some hope to bemused motorists who only stopped for petrol and were confronted by a large number of classic car enthusiasts and very little space to manoeuvre. Jan had scoured the countryside for numerous items to fill the goodie bags. Sue found a credit card holder and declared that this was exactly what she needed. If I had known earlier I could have saved a fortune. Gerry Lloyd was there again helping Mike P dish out the envelopes, it had been an early start for the both of them. Mike P was having trouble moving, having overdosed on bacon and egg roll.

We left Abertawe Services with balloons waving in the slipstream and headed off on the route. We followed a strange person in a grey Morris 1000 saloon. I have subsequently checked the highway code and can confirm that the hand signals used were definitely not legal. James Bond uses a number of decoys in the armament system of the DB5. This does not compare with the half blown up balloons which were deployed from the Morris 1000 in a "raspberry type" fashion. It reminded me of the Volvo advert.



Got to agree with you Pete, you always said the fire engine was the ideal bird puller !!.

We arrived at MacDonalds to find Mike P directing traffic and Peter Bringloe trying to displace a pigeon which had decided to nest on the bonnet of the Big Six Fire Engine. You can never quite be sure what will happen next. We had passed the two Vanden Plas Princesses which had pulled over with one of the cars suffering ignition problems (points I believe). This later turned out to be the theme for the day. We all had a coffee and an ice-cream at MacDonalds, and then set off for the second half of the run suitably refreshed. This consisted of a quick burn down the "Heads of the Valleys" road and then over to Seven Sisters and Brynmanan. We came back down the hill near Ystradgynlais, behind the Capris and found the BMW Isetta Bubble Car of Bernard and Wendy Reilly pulled over in the layby. We stopped to offer assistance.

The circuit tester we were using told us that there was a short somewhere in the low tension circuit around the points, which were behind the flywheel casing. Not easy to get at. We were then confronted by the strained breaking of a black Mk11 which was slowing down from considerable speed. The cavalry had arrived with Mike P grinning all over his face. Been zooming again I thought, spot on by all accounts, he had just overtaken Alan Broughton in his Morris 8 with the Mk11 flat out. We decided that a fix there at the roadside was not practical and zoomed off to buy a tow rope, the prospect of the bubble car being towed by the Mk11 had this malicious ring about it. The Lotus did not have enough low speed torque and would overheat, it also has a digital accelerator and does not like small increases in throttle.



## **ABERT AWE TOUR AND MOUNTAIN GATE GATHERING**

We found a tow rope, it seems to be easier to buy food these days in a garage than motoring necessities, and attached the bubble car to the back of the Mk11. Bernard Reilly said prayers and stepped aboard the bubble car with Wendy acting as co-pilot in the Mk11. We followed in the Lotus with hazard flashers on. Bernard must be the only person who has actually managed to slow down Mike P in the Mk11. We were doing 30 MPH tops and less than this most of the time. Now the problem with Taxi drivers is that they only use indicators as a last resort. There was confusion between Mike and Bernard at one roundabout where Mike accelerated to beat a bus and forgot to indicate which exit he was going to take. This caused a bit of a slingshot affect on the bubble car with Bernard probably more piloting than driving through the roundabout. We stopped in a layby the other side to rescue Bernard and administer valium.

All was OK, "sorry" said Mike, "I forgot you were there, still we beat the bus didn't we". We sealed Bernard back in his capsule and set off again for the Mountain Gate Inn at Ammanford. The rest of the journey was more refined although I did notice how well the Bubble Car accelerated when Mike spotted a gap going past one parked car and went for it. We arrived at the Mountain Gate in one piece having enjoyed the whole saga immensely. It was a brave man who stood between Bernard and the bar, I think a drink was definitely needed. We had a great meal, we had forgotten our hunger and thirst. Christine Broughton did an admirable job collecting the money at the food counter. There was a good selection of cars, a number of people turning up for the static display only. We later found that the Capri Club had set up shop in the Wendy House. Their tents had been flooded the night before and had slept in the Wendy House courtesy of Lynne Thomas. Don't forget the picture Harry !!.

Lynne Thomas provided the prizes which were presented with able assistance from Jan Glinternick Best Car in show went to the Vanden Plas Princess of Phil Francis. Best Classic Car went to John Presdee with his newly acquired Armstrong Siddeley. Best Vintage Car went to Norman Howells with his 1935 Riley Stelvio. Gerald Cannon with his Morris 100 Van was presented with a cup for the best commercial. Terry Lewis was presented with a china cup for the best bus driver and children's entertainer. M T Granville was presented with a cup for the best American car with his Ford Country Squire Station Wagon. We could not resist the urge to have a cup for the "best tent" since there was a small commune of tents on the hill at the back of the Mountain Gate. This was presented to Brian Thomson of the Capri Club. Bernard Reilly was presented with a cup for bravery and the longest tow. We also presented him with the tow rope, which in years to come will be a famous antique, worth a lot of money. Harry Price of the Capri Club was presented with a SHVR plate for the tidiest Wendy House, but also for his continued support for SHVR events. We have had some good fun with Harry, Tom Jones and their friends from the Capri Club at SHVR events this year, they are always welcome. We presented Lynne Thomas from the Mountain Gate Inn with the second of the SHVR plates for serving the best breakfast to the occupiers of the Wendy House. Arthur Jones was presented with a bottle of whisky for bravely and gallantly escorting Christine Broughton and Val on both days in his Lanchester.



## ABERTAWE TOUR AND MOUNTAIN GATE GATHERING

Another good day and the sun had even shone. Many thanks to Jan and Mike Glinternick, Castell Howell Foods and Lynne Thomas for their sponsorship, and support and help on the day. We gained some more new members as well, a superb weekend. All I need now is a rest, you don't realise you're tired until you stop. We had all enjoyed ourselves again, especially the fun with Bernard and Wendy and their Bubble Car, It was fixed and zooming off to Cardiff last we saw of it ( the lead from the coil to the points had shorted to the casing). The route had been excellent despite Mike P struggling to write down the instructions due to the bumps and the G forces when we did the route in the MGC. Next is the Wings and Wheels Rally, then Welshpool and then the Irish Weekend. We are investigating a club stand at Malvern as well.

Many thanks to all those who entered for both runs. Take Care.

*Steve M*



### FOR SALE

1967 Triumph Herald 13/60 Convertible. Good condition , new hood, new tyres, long MOT.  
£1,650 ono. Please ring Ray Foley on 01834 811943.

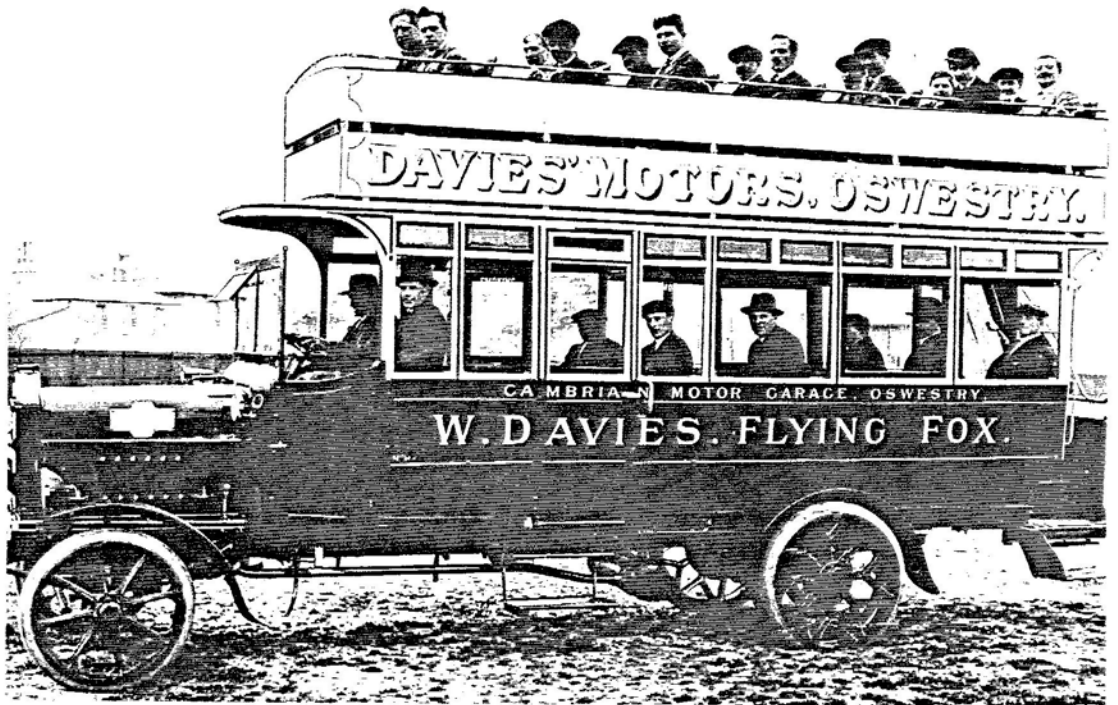
### FOR SALE

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



# Taffy kept a Garage

## THE WELSH CONNECTION



One of the bonuses associated with writing a regular magazine feature is the interesting correspondence one receives from readers, and the response to 'Tyre Tracks' has been particularly good in recent months. At a time when The Welsh Industrial and Maritime Museum in Cardiff Bay is holding an exhibition to celebrate 'A Century of Motoring in Wales', therefore, I thought it would be interesting to take a further look at the activities of some of the older garages in Wales and the vehicles they operated and sold, using some of the photos and materials which readers have supplied.

Mention of Jones Brothers of Aberystwyth in the April issue prompted more photos from Chris

Taylor of the Historic Commercial Vehicle Society in Cardiff which provide a good idea of the type of vehicles the company were using both before and after they commenced construction of their own charabancs. The horse-drawn brake, with four rows of seats, was typical of public conveyances used throughout the UK around the turn of the century, and little different to the first motorised versions built by MMC and Daimler in Coventry. The example illustrated on the facing page outside the Lion Hotel (Talybont?) around 1910 has four horses, so obviously some steep gradients were anticipated.

There was no sudden transition from horse-drawn brakes to motor charabancs, however, and



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

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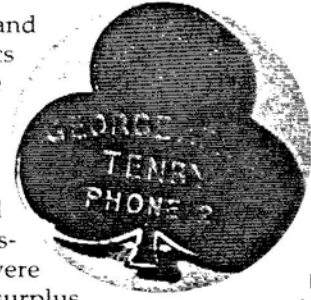
Telegrams: Bradbury Jones, Carmarthen. Telephone 11.

for a number of years and certainly up to the Great War, both types were employed side by side and sometimes in competition. This is graphically illustrated in another photo taken around the same period (page 3 of this article, top), and showing two horse-drawn brakes on the left, alongside a Milnes-Daimler 30 hp charabanc registered EJ 40 and new in April 1907. This was fitted with 24 seats, which gave it a considerable advantage over the horse-drawn type, and basically consisted of a German built Daimler chassis built either in Cannstatt or Marienfelde, and fitted with British built bodywork.

Up until 1904 bodywork was built by the tramcar makers G.F. Milnes and Co. Ltd, of Hadley, Wellington, Shropshire, but after the closure of that company Milnes-Daimler supplied chassis only, and these were then fitted with the customer's own choice of bodywork. By 1907, when Jones Brothers took delivery of theirs, some 300 Milnes-Daimlers with double-decker bodywork were already in service in London with the London Motor Omnibus Company, who operated under the 'Vanguard' name, so the type was well-tryed. It seems likely that Jones Brothers may have



up by commercial operators, and many were rebodied as charabancs by firms like Jones Brothers. The photo taken outside the Red Lion pub (this page, bottom) shows two Jones Brothers vehicles, a Daimler and a Dennis, named 'Hawke' and 'Furious' and registered EJ533 and EJ 514. Both were probably based on government surplus



Top - A four horse brake operated by Jones Brothers outside the Lion Hotel, Talybont c. 1910. Photo: David Brewster Collection.

Above and left - Enamel plaques for Lowndes; Garages and George Ace Ltd. Below - A 'Notron' red dragon mascot. Bottom - A Daimler and Dennis of Jones Bros fleet in 1920. Photo: David Brewster Collection.

Opposite page, top - A Straker-Squire double-decker bus later acquired by Jones Bros in 1917 for the regular Aberystwyth service. Bottom - Bradbury Jones Ltd., West Wales Garage in Spilman Street, Carmarthen. c. 1920.



army lorries, and it was most likely that this ready availability of cheap chassis decided the company to stop making their own. One wonders if the name given to each vehicle were not the names of Royal Navy ships, given the mood of patriotism which prevailed in May and June

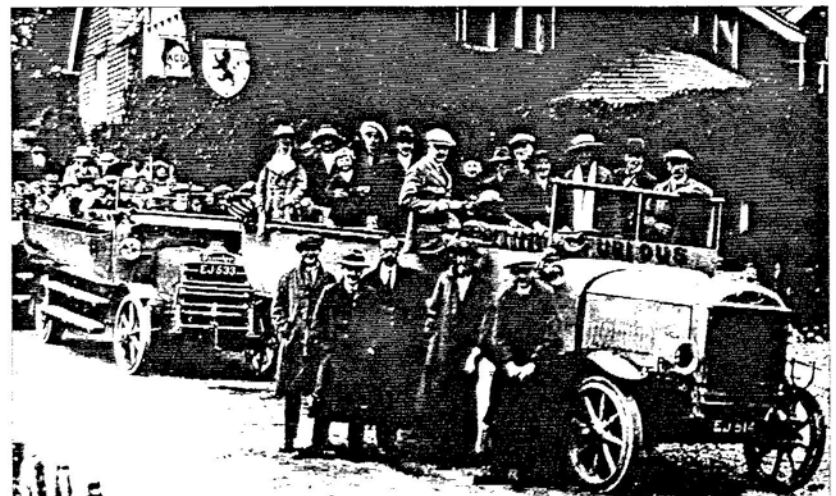
used Christopher Dodson, a London coach builder for their Milnes-Daimler bodywork.

Next to the Milnes-Daimler is a Sheffield built Durham-Churchill, registered (in Sheffield) W 933. This company made both trucks and public service vehicles from 1905 until 1925 under the Churchill and Hallamshire names, and with chain final drive. The example illustrated was probably bodied by them too, and with its banked seating (to enable those at the back to view the scenery) clearly shows how the name 'charabanc' came into use. Another close-up view of the same vehicle with a full complement of passengers was probably taken on the stage service from Aberystwyth to Aberayron (note the destination board on the vehicle). The charabanc stands outside the 'Feathers' pub in Aberayron - English spellings seem to have been in more common use during this pre-Great War period.

After the Great War, and following the Armistice of 1918, many ex-WD lorries became surplus to requirement and were sold off cheaply from great vehicle dumps at Slough and Plymouth by the War Disposals Board. Not unnaturally, they were snapped

2020, when these vehicles were respectively registered.

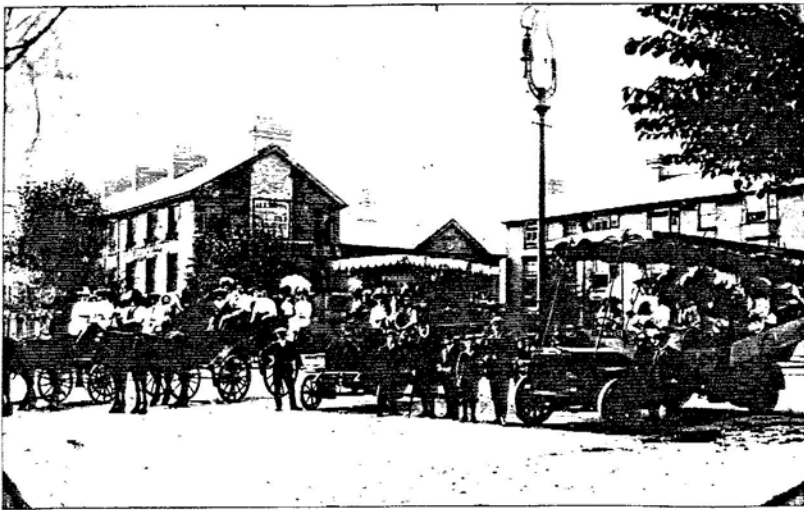
Even before the war had ended, however, Jones Brothers had started a regular Aberystwyth service on Mondays and Saturdays with the Staker-Squire open topped double decker we also illustrate. They commenced the service on the 8th March 1917, having purchased the vehicles from





W Davies of the Cambrian Motor Garage in Oswestry, in whose livery the bus appears in our picture. Mr Davies also appears to have to have a penchant for naming his vehicles, calling this one 'Flying Fox'. The Straker-Squire was built in Fishponds, Bristol from 1905, with other factories at Twickenham from 1913 and Edmonton from 1918, although steam vehicles under the Straker name were first made in (London) and Bristol from 1899. The firm folded in 1926.

Bradbury Jones Ltd. Operated their West Wales Garage in King Street and Spilman Street in Carmarthen



*A charming practice was the supply of dashboard plaques in enamelled chrome or nickel showing the name of the dealer through whom the car or truck had originally been sold ...*

(the premises extended through from Spilman Street to King Street) certainly into the thirties. The building was later taken over by the Carmarthen Journal and existed in much the same external form as it appears in the contemporary advertisement shown, until a much more futuristic building replaced it quite recently. Bradbury Jones were originally agents for Sunbeam, Rover, Talbot, Standard, Hudson

and Essex cars, but latterly held the Austin agency, and until shortly before demolition the building still contained a floor to ceiling poster advertising the Austin marque.

A charming practice - alas, long since discontinued by motor agents - was the supply of dashboard plaques in enamelled chrome or nickel showing the name of the dealer through whom the car or truck had originally been sold. Quite often, they incorporated a St Christopher medallion, recommended lubricants (with, presumably, sponsorship by the oil companies), lighting-up times, and other useful information. Shown on the previous page are two, one of which recommends 'Motorine' and mentions Lowndes' Garage of Priory Street, and the other appropriately shaped and issued by George Ace Ltd., of Tenby, about whom we'll talk in a future issue.



THE WELSH MASCOT (Regd.)  
"As used by the Prime Minister."  
Silver finish ... 45/- Polished Brass ... 40/-



THE "NOTROY" (Regd.)  
ASH TRAY AND PIPE RACK

Attaches to dash with two screws ... 8/6



THE "NOTROY" (Regd.) STEP MAT  
One-piece Aluminium ... 19/6  
Regd. Spring Attachment ... 9/6

ALL CARRIAGE PAID.  
**TOM NORTON, LTD.,**  
LLANDRINDOD WELLS.  
LONDON: 12, Mortimer Street, W.1

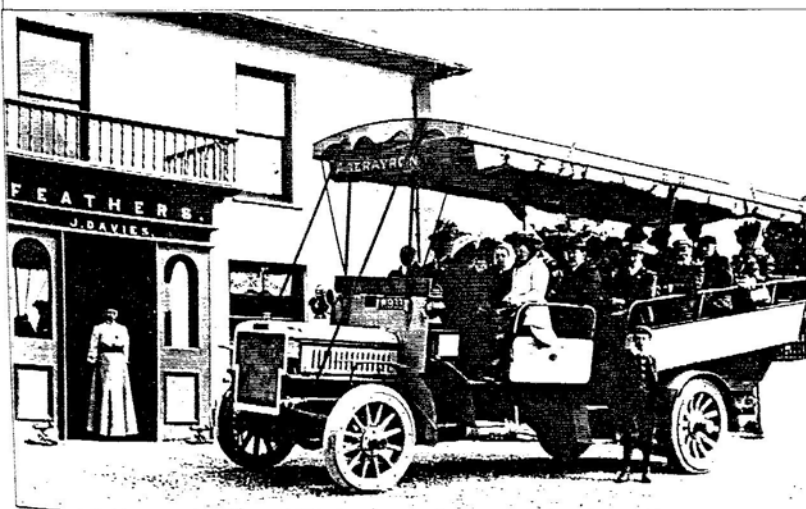
We've mentioned the 'Norton' accessories sold by Tom Norton Ltd., of Llandrindod Wells, and here illustrate a 1922 advertisement for these from The Autocar.

On the previous page is a surviving example of the Welsh dragon mascot, 'as used by the Prime Minister' (Lloyd George), owned by Michael Lowndes of Llanstephan.

The inscription reads 'Y ddraig goch a ddyry gychwyn' (The red dragon gives you a good start), and the mascot was given to his father by Tom Norton.

Top - Horse brakes, 1907 Milnes-Daimler and Durham-Churchill charabanc of Jones Bros. The latter was of the steeply banked type favoured by the G.W.R. Photo: David Brewster Collection.

Above - An advert for 'Norton accessories, with an actual surviving 'red dragon' mascot. Bottom - The Durham-Churchill outside the Feathers at Aberaeron. Photo: David Brewster Collection.



## Events Diary 1997

Date	Event	Contact
♣ ♣ SEPTEMBER 1997 ♣ ♣		
Saturday 6 <sup>th</sup> September	SHVR Wings & Wheels Rally Air Day Wales	Mike Palmer 01792 203638 Steve Mitchell 01558 650620
Sunday 7 <sup>th</sup> Sept	Pontardulais Vintage Show	Steve Thomas 01792 882382
Sat/Sun 13 <sup>th</sup> /14 <sup>th</sup> September	Welshpool Weekend Canal Trip, Meal and Train Journey	Alan Broughton 01269 870293
Monday 15 <sup>th</sup> September	SHVR Club Night	
Tuesday 24 <sup>th</sup> September	SHVR Evening Run	Mike Palmer 01792 203638
Sunday 21 <sup>st</sup> September	Tredegar Park	Roger Wood 01633 891262
Sunday 28 <sup>th</sup> September	Beacons Run	Robin Jones 01792 419780
♣ ♣ OCTOBER 1997 ♣ ♣		
Sat/Sun 5 <sup>th</sup> & 6 <sup>th</sup> October	Malvern	Steve Mitchell 01558 650620
10 <sup>th</sup> - 12 <sup>th</sup> Oct	Irish Visit to SHVR	Mike Palmer 01792 203638
Monday 20 <sup>th</sup> October	SHVR Club Night	
Wednesday 29 <sup>th</sup> October	SHVR Evening Run	Mike Palmer 01792 203638
♣ ♣ NOVEMBER 1997 ♣ ♣		
Monday 17 <sup>th</sup> November	SHVR Club Night	
Wednesday 26 <sup>th</sup> November	SHVR Evening Run	Mike Palmer 01792 203638
♣ ♣ DECEMBER 1997 ♣ ♣		
Monday 15 <sup>th</sup> December	SHVR Club Night and Christmas Party	
Tuesday 23 <sup>rd</sup> December	SHVR Evening Run	Mike Palmer 01792 203638

## MALVERN 1997

We are organising a club stand at the Malvern Show on the 4<sup>th</sup> and the 5<sup>th</sup> of October. This is a two day show with about 2000 cars entered and a large autojumble. On Saturday there is an auction. If you would like to take part please contact Steve Mitchell ASAP on 01558 650620.

### FOR SALE

1964 MG 1100. 90% restored unpainted bodyshell. Repairs to doors needed to complete. Mostly original panels and ex-pressed steel reproductions used. Seam welded for historic rallying. Cost £1300 to restore. Any reasonable offer considered. Also heritage certificate and all other mechanical parts to complete restoration available. Please phone Hywel Evans on 01792 773801.

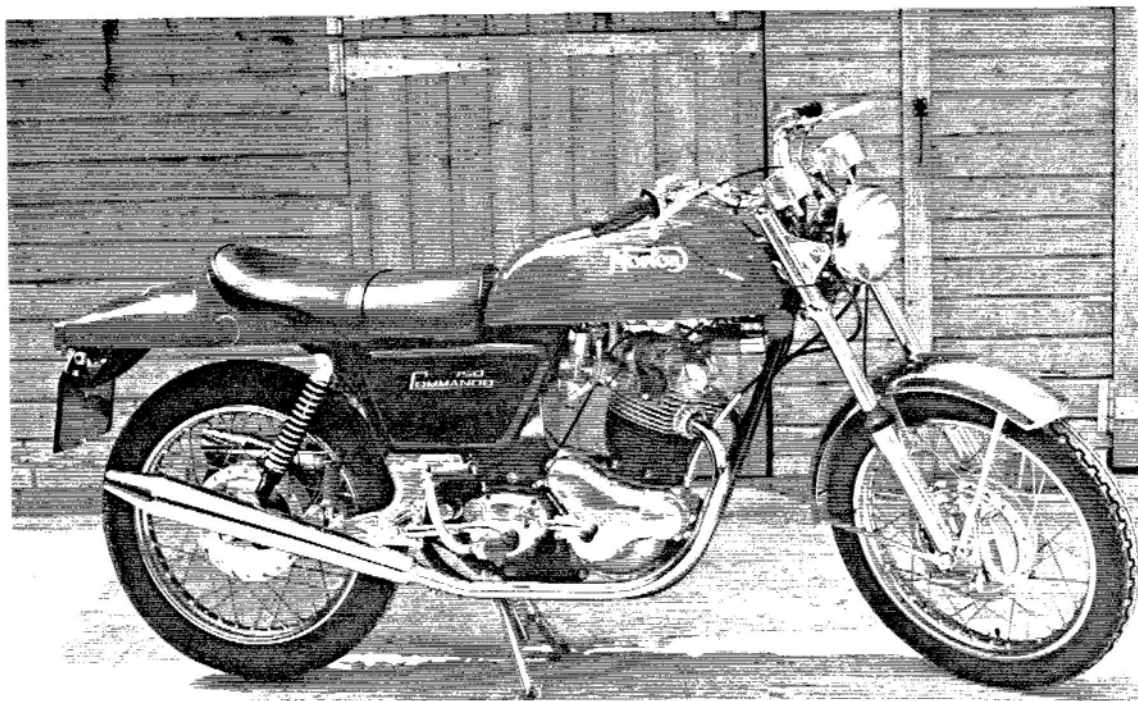


## NORTON COMMANDO 750 FASTBACK LR

The Norton Commando was voted "Bike Of The Year" from its launch year in 1968, to 1973 by "Motor cycle News" and was considered to be the first of the Superbikes. This particular bike was purchased by South Wales Police Constabulary in 1971, was based at Cockett Police Station, Swansea and was used on many undercover surveillance duties e.g. drug investigations etc.

When new, the bike would accelerate from 0 - 60 mph in under five seconds with a terminal speed of 120 mph. This Long Range Fastback model was made in 1971 in very small numbers (approximately 400 bikes) of which most were exported. It is therefore quite rare to see this model in its original condition. The bike has been in my ownership since 1981 and has been restored by myself.

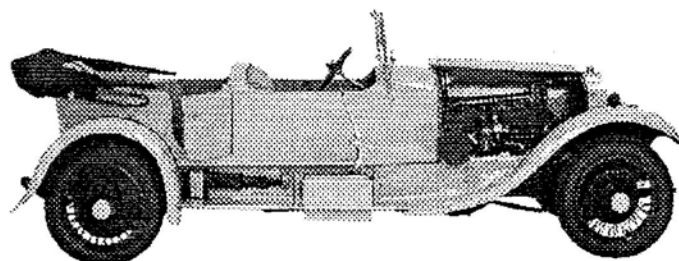
*Dudley Rees*



SHVR Member Dudley Rees's 1971, 750 Norton Commando

## SEPTEMBER EVENING RUN

The September evening run will take place on Tuesday 25<sup>th</sup> September and not the normal Wednesday. This time we have chosen a completely different final destination, which will be in Swansea, since many of our evening runs have finished up giving those who live in Swansea a reasonable drive home. Also, the evenings are drawing in and hence we have decided to start the run at 7:15 prompt at Pont Abraham. We are producing the magazine early this month due to the Welshpool Run and the Airday



Wales weekend, so as we go to press, we have yet to confirm the Merton Rovers as the final destination. However, it is envisaged that bar snack type meals will be available. Will we exceed last month's record of twenty cars. See you at Pont Abraham.

*Mike P*

# STOP CAUTION GO

By Harry Edwards

Editor Margaret Vincent of the *Morris Register of New Zealand Newsletter* recently published a selection of quotations and trivia from the Internet on the subject of why red was chosen for "Stop" and on the subject of traffic lights.

One source had it that red is easier to see in the dark than green. Green light, the same author suggested travel further in water than red, which is why some deep sea fish are red and become virtually invisible at a certain depth. Some people, wrote the writer, are colour-blind to red and green and he/she recalled driving with someone with this form of colour blindness and had occasion to ask what colour the traffic light was - presumably when approaching from a distance. A Chinese librarian friend had told the author of the piece that in China the green light means stop and the Communist red means go/progress.

Obviously the person who provided the trivia was located in the United States of America as the word "colour" was always spelt as "color".

Below left: Metropolitan Police Signal in use in the 'twenties, using two colours.

Below right: Crossroads beacon used during the 'twenties.

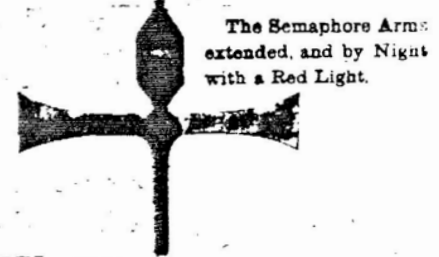
# POLICE NOTICE.

## STREET CROSSING SIGNALS. BRIDGE STREET, NEW PALACE YARD.

### CAUTION.



### STOP.



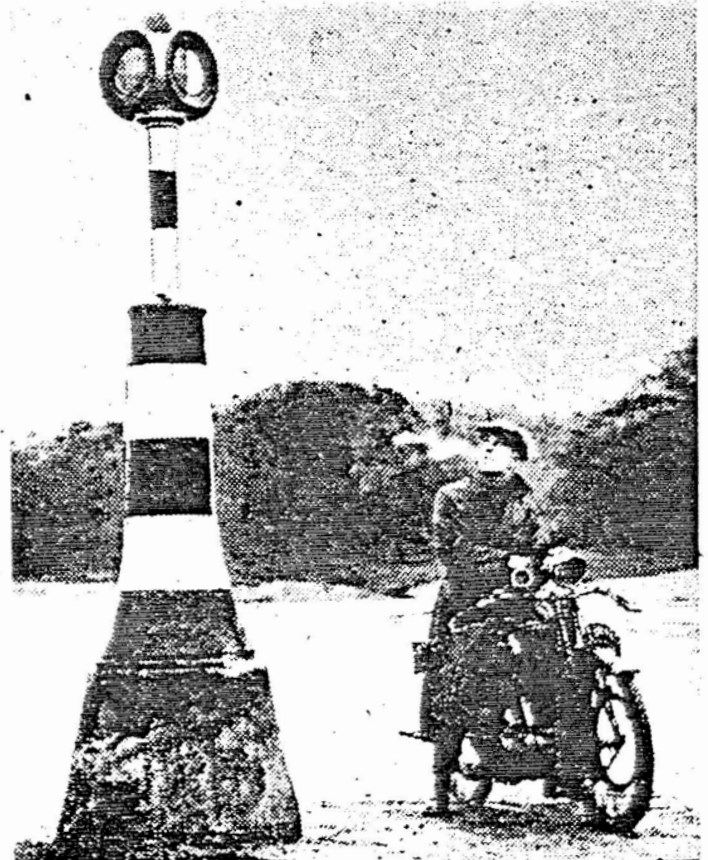
By the Signal "CAUTION," all persons in charge of Vehicles and Horses are warned to pass over the Crossing with care, and due regard to the safety of Foot Passengers.

The Signal "STOP," will only be displayed when it is necessary that Vehicles and Horses shall be actually stopped on each side of the Crossing to allow the passage of Persons on Foot; notice being thus given to all persons in charge of Vehicles and Horses to stop clear of the Crossing.

METROPOLITAN POLICE OFFICE  
DECEMBER 10th. 1858

**RICHARD MAYNE,**

Commissioner of Police of the Metropolitan





# Wheeling out the past

OLD transport enthusiasts from all over Swansea and the surrounding areas will by now be busying themselves preparing their vehicles ready for one of their busiest weekends of the year.

They will be polishing paintwork and chrome alike and tending to any last-minute mechanical adjustments to ensure that their vehicles give of their best when Swansea Historic Vehicle Register stages a two-day extravaganza of transport from days gone by.

Vehicles vintage, veteran and classic, commercial and private, large and small, some common place others not so will join together for two magnificent runs.

The first on Saturday has been christened The Goldmines Run and will take entrants away from a 10.30am start at Pont Abraham services on a picturesque West Wales route leading to the Roman Goldmines at Pump-saint. After a lunch stop there the tour will continue until it reaches the Fox and Hounds pub at Bancyfelin.

In all 60 vehicles will line up, for this tour which will turn back the clock for many spectators along the highways and by-ways of the area.

The following day will herald the Abertawe Tour and Mountain Gate Show.

This run starts at the Abertawe Service Station at Fforestfach, Swansea and finishes at the Mountain Gate Inn, Tycroes with a historic vehicle show. A similar number of vehicles is expected to turn up for this run which will take in many of the scenic delights of the Neath and Swansea Valleys.

The Sunday run will start at 10am at Abertawe Filling Station which together with the Mountain Gate Inn is supporting the event, which is sponsored by Castell Howell Frozen Foods. The Saturday run is being sponsored by Tenby Travel.

Both events are sure to attract a great deal of interest and promise to put on the roads of



**TOP GEAR: Swansea Historic Vehicle Register members Stan Bingham and Steve Mitchell prepare for the holiday weekend.**

Swansea and West Wales the biggest collection of historic vehicles that has been seen in one gathering for some time.

The weekend is the culmination of many months of hard work by the Swansea Historic Vehicle Register organisers Mike Palmer and Steve Mitchell.

"This double header, of two days of back-to-back bygone motoring will provide people with a rare opportunity to see many vehicles that now only exist in the memories of most people," said Club Chairman, Mike Palmer. Last year when we did something similar we did suffer some rather inclement weather so this year we are naturally

keeping our fingers crossed.

"Anyone even remotely interested in vehicles from the past will definitely not want to miss out on some of the sights that will be on offer.

"Really this event is continuing the tradition set last year when nearly 100 vehicles took part in the two day double header.

"There's no doubt a lot of heads will be turning when some of the vehicles pass by. And there's no doubt that many memories will be revived for people who are getting on in years or even those who weren't around when some of these vehicles were kings of the road.."

## EVENING RUN WEDNESDAY 27<sup>TH</sup> AUGUST

The evening runs from Pont Abraham to local feeding halts are proving to be good fun and very popular. Another fine array of motoring nostalgia comprising twenty cars, gathered at the services waiting for the scamper to the Old Cows Cupboard Restaurant at Nantgaredig for an evening of food and fun. Our president Johnny Thomas and family led us away from the start in his Bentley with Chris's Delage close behind. They were followed by quite an assortment of vehicles including an MGC, E Type Jaguar, Morris 8, an Austin Healey, MGA, MkII Jaguar, Armstrong Siddeley, Wolseley Hornet, Morris Commercial Taxi, Lotus Elan, Triumph Herald Convertible, MG TA, Lagonda, Lancia, a Rover Sports and two modern cars. All hotley pursued by Mike WW in Arthur.

Christine Broughton and her sister Val, had put together a very pleasant run, for all to enjoy. We arrived at the Old Cows Cupboard some 45 minutes later to a warm and friendly welcome from owners and SHVR members Callum and Vera McKay. We had exceeded the normal seating limit for the restaurant and both Callum and Vera worked exceptionally hard all evening to ensure that everyone was well fed and watered. I think they both needed a night off afterwards. The combination of old vehicles, good food, good company and pleasant surroundings takes some beating.

Our thanks to Christine and Val for organising the route and Callum and Vera (and staff) for the superb food and enjoyable evening.

*Mike P*

# BEWARE

As from the 1<sup>st</sup> January 1998, it will become a legal requirement for an owner to notify DVLA if he or she owns a vehicle that is *off the road and untaxed*. This will be known as "Statutory Off-Road Notification, to be known by the acronym of SORN. Be aware of this requirement, which will be widely publicised in due course as it is likely to attract a fine if the procedure is ignored.

## PRESS RELEASE

On the 1<sup>st</sup> June 1997, the DVLA introduced new procedures when registering vehicles without identity. These are as follows :-

Under new procedures :- Applications for the registration and first licensing of a vehicle from outside a Vehicle Registration Office catchment will be refused. Applicants will be asked to provide proof of identity and confirmation of address. Official receipts from identifiable suppliers will be required for rebuilt vehicles. All vehicles will be inspected by DVLA and Police.



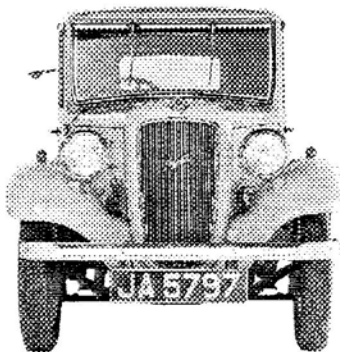
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Both the above items were supplied by our president Johnny Thomas. These procedures are obviously aimed at the car tax dodger and the car ringer. Perhaps someone should investigate these reports to see what the effect on the old car movement will be. I have a 1928 Hotchkiss AM2 in bits, which I have been steadily restoring over the years. Most of the work has been done by myself and some of the parts have been bought at autojumbles. I would therefore be unable to produce receipts from an "identifiable supplier". If there are any identifiable suppliers for Hotchkiss AM2s, please let me know !!. The car is not registered, as it was found in a garage in Oxford without any documentation. I did enquire at that time as to the procedure for registration and was told to finish the car, take it for an MOT and then the DVLA would inspect it. It seems now that I must tell them that it is in bits, presumably they will want to know the registration number, which is where we came in.

MJE



## ALTERNATIVE ROUTES



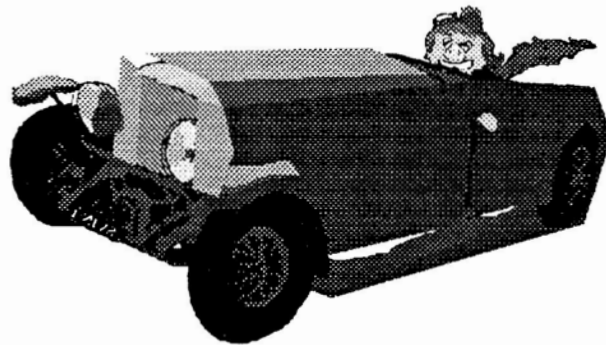
Those of us with small pre-war cars know only too well that traffic is now very fast and that we are almost as much danger to it, as it is to us. I think it is wise to try to avoid motorways and busy A roads for any journey, if this is possible, even if it involves a slightly longer journey. Nowadays, most people are motorway orientated and don't spare a thought for alternative routes available and which are more often, much pleasanter. As we are only involved in pleasure motoring, time is not of the essence, driving is !!. The few of the Register's Evening Runs that I have been able to go on have used minor roads to get to a pleasant venue.

As an example, take the run from Swansea to Scolton Manor in Pembrokeshire. How you get to Penlleger roundabout, is up to you, or, to put it more politely, it depends on where you live in the area. Having got there, take the A48 through Pontlliw tp Pontardulais, then up the hill to Fforest and on to where the A48



and M4 merge at Pont Abraham Services. From here, a short run on the A48 dual carriageway of about two miles, brings you to Cwmgwilli. Just beyond the top of the bank, turn left onto the Old A48 to Cross Hands, which will bring you to the traffic lights on the square there, like the Grand Central Terminal, New York, the cross roads of innumerable private lives.

Here there are two choices of route to Carmarthen. If you turn right on to the A476 and cross the A48 Cross Hands by-pass, you come to Gorslas; keeping the Ffenics (Phoenix) pub on your right, a short way further on you can fork left onto the B4297, signposted Maesybont. This is an undulating cross-country road and towards its end, as it starts to drop quite steeply to join the B4300 Ffairfach - Carmarthen road in Golden Grove, there is a good view of Dryslwyn Castle on its mound beside the Towy. On joining the B4300, there follows a pleasant run through Llanarthne and Capel Dewi to Carmarthen. If you go straight on at the lights in Cross Hands, you follow the old A48 through Garreg Holt and Drefach to Porthyrhyd. Here turn right by the Price of Wales pub onto the B4310 signposted Nantgaredig. Follow this road until it for our purpose ends at the B4300 beside that well known "Old Cow's Cupboard". Turn left and follow the B4300 to Carmarthen.



The easiest way onto the A40 west is over the river bridge, taking the nearside lane at the traffic lights at the end and then out onto the A40 Johnston by-pass. Most of the run from Penlleger so far, has been on quieter roads, but ones that more or less follow the M4 and modern A48. It is around 10 miles from Carmarthen to St Clears and there is not really a practical alternative to the upgraded A40, so keeping well into the left, I can reel off this distance in about twenty minutes of dreary motoring along an endless concrete strip: Nice on a GSXR 1100 though, when you have the equipment to exploit its potential !! The Little Chef at the roundabout at St Clears, makes a pleasant break and a convenient meeting point.

Beyond St Clears, the A40 tends to get narrower and faster traffic has fewer opportunities to overtake in safety, but a mile west of St Clears, you can turn right onto a minor road for Llangynin and Llanboidy. From Llanboidy, make for Cross Hands, Login and Llandissilio, which sits astride the A478 Narberth to Cardigan road. Cross the A478 and aim for Gelly, drive through the village to the T junction half a mile or so down the road, turn right and follow the signs for Clarbeston (not Clarbeston Road) and Spittal. Before reaching Spittal, you come to another T junction, this time with the B4329 Haverfordwest - Eslwyswrw road. Turn left onto the B4329 and Scolton manor is a short distance down on the right.

Apart from the Carmarthen to St Clears section, this is not really an alternative way for someone in a large powerful motorcar, able to hold its own in modern traffic, because these minor roads, whilst taking you a long way out of your way, are narrow and twisty. Nevertheless, on a fine Summer's day, in the right sort of car, these minor roads are pleasant to drive along. The isolated villages and lonely crossroads, with their pre-war signposts, recall those articles often entitled "A Touring Holiday" or somesuch, and accompanied by muddled photographs of Morris Cowleys and Standard Little Nines which appeared so often in motoring magazines of the inter-war years.

With a good road atlas, a wild, wet, winter evening can pass very pleasantly working out alternative ways to get somewhere in the forthcoming Summer and, not least of all, if, in that forthcoming summer you find yourself presented with some hopeless traffic shambles, you may well know a way round the whole thing, like the local ....

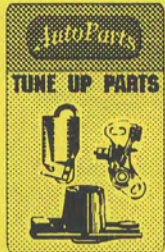




## PARTS FOR SALE



- 1) Manual Steering box for a Rover 2000. New.
- 2) Triumph Vitesse 1600 cc Camshaft and 2 Litre Mk1 Camshaft. New and unused.
- 3) Rover P6 spare wheel cover for boot mount conversion. New.
- 4) Rover P6 gear levers :-  
Short lever for 2000 Mk1. Unused, still in box.  
Long lever for 2200 SC/TC. Second Hand.
- 5) Rover P6 second hand kit of parts to convert early 2000 S/C to T/C specification, includes :-  
TC Cylinder head  
TC Four branch exhaust manifold.  
Twin HD8 SU carburettors + manifold.
- 6) Triumph six cylinder cast iron exhaust manifold. New.
- 7) Austin/Morris 1100 (ADO16) drivers side upper front wing repair panel.



Please contact Hywel Evans on 01792 773801



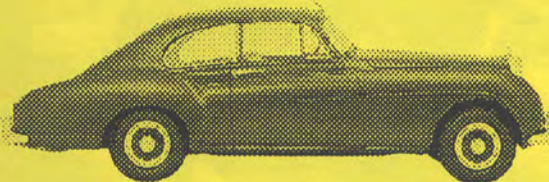
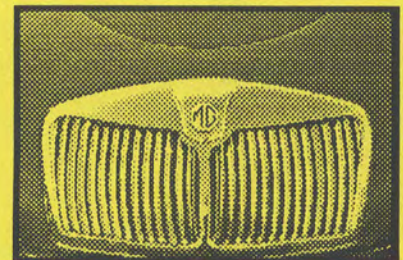
## TYRES FOR SALE

- 1 John Bull 500 X 17, new and original.
- 1 British Tyre Company 5.25 .550 X 17, new and original.

Please contact Dudley Rees on 01792 402552

## TWO CARS FOR SALE

1960 MGA Fixed Head Coupe. As new condition with only 1000 miles on the clock. Warranted and original. Excellent condition £10,500.



1953 Bentley R Type. Rare manual gearbox. Superb condition. Own car for ten years. £14,500.

Please phone Les Jones on 01443 831907.

## 100 YEARS OF WELSH MOTORING

On Sunday 5<sup>th</sup> October there will be a celebration of 100years of Welsh Motoring at the Welsh Industrial and Maritime Museum. Pre-1939 vehicles are welcome. If you are interested, please phone Nigel Brake on 01443 813788.



Following on our saga on badges, This extract from the February 1940 copy of Flight Magazine shows the AVRO badge. The similarity with the early Alvis badge is quite noticeable. Our thanks to club member Alan East for providing the information on both the Alvis and AVRO badges.

