

## SWANSEA HISTORIC VEHICLE REGISTER

NEWSLETTER APRIL 1996

### CHAIRMAN'S NOTES

#### RUN

The season is well under way with a good start at Pontardulais. Their Club's 90 mile run was well attended and supported by SHVR. Mike (the Jag) Palmer making up his own route as he went:- *Pub, Pub, Pottery, Pub, etc.* The route took then through some of the prettiest valleys in West Wales with lunch in Brechfa and ending up back at Pontardulais, one to keep in mind for next year.

#### SINGLETON

Singleton is almost upon us, as you see with banners and posters appearing everywhere. Please speak to Alun Hardinge if you can help on the day. This is the Club's main fund raising event for the year and we need to make this a particularly good show. Ian Hamilton-Shaw and the Round table and Mike Palmer in particular have put a lot of time and effort into acquiring attractions, please don't let them down.

#### CONGRATULATIONS

I hear a prospective new member has made his appearance. Chris and Eirios Thomas now have a son and heir. Congratulations are in order. Rumour has it that Irish water had something to do with it.

#### DIRECTORY

With this newsletter is included a show directory. We would like to attend some of these shows as a Club and perhaps have a Club stand. It could be fun to meet and run in convoy to a show. Let Mike P or myself know what shows you attend and we will see what can be arranged.

### THANKS

Our thanks go to Alan & Chris Broughton for the donation of books which were auctioned at the last meeting. £21 was raised for Club funds.

#### MALLOW

Time is slipping by and the Mallow run will soon be upon us. John Presdee tells me that he has about eight entries. Please, if you want cabins on the ferry, book with John very soon. It will be no good trying for cabins at the last minute, the ferry people tell me that they are going very quickly. This run is always a popular run and this year should prove to be even better.

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### SUBSCRIPTIONS

#### FINAL NOTICE

Subs were due in January, as mentioned in the last two newsletters.

No further newsletters will be sent to those that have not renewed.

Cheques for £10, made out to "SHVR" should be sent to:-

Stan Bingham  
28 Long Shepherds Drive  
Caswell  
SWANSEA  
SA4 4RP

01792 360291

Please ring Stan if you are unsure of your status or if you have not had a current membership card.

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## CLUB EQUIPMENT

Two items only have been located, the sewing machine and the compressor.

The equipment is all due for audit and safety checking.

Also, other members require the use of the equipment, for example Ivor the Chairman will be very annoyed if he cannot borrow one of the two engine hoists to put the engine back into his Alvis.

MISSING ITEMS -from memory, Mike  
ENGINE HOIST, mechanical.  
ENGINE HOIST, hydraulic  
MIG WELDER, large  
MIG WELDER, small  
WING ROLLER SET,(in wood box)

If you know of the location of any of the Club's equipment, please let John Presdee know as soon as possible.

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## NEW MEMBERS

Welcome to the following new members:-

Spencer Butt  
Steve Mitchell  
Gerry Lloyd  
Neville Hughes  
Mr & Mrs Gareth Williams  
Mike Gliternick  
Peter Jenkins  
John James  
Andrew McAdam  
Mr A W Farly  
Mr T D Williams  
Alan West  
Roy Foly  
Gerald Gill  
Gethin Owen

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## LOOKING

Ted Purcell is looking for 1275 Spriget mechanical bits. See him in the Club, as I don't have his phone no.

## SINGLETON

We now have twelve teams entered for the "It's a knockout" competition. We have extended the area of the show as we have many new additions this year, the old "main arena" will now house the "One Make" car clubs and we have also moved the SHVR office to the area that used to be the "Ring". The reason for this is we are now virtually central in the new layout. It also gives us an opportunity to have our own Club area, please support us. Advertising, plaques, banners etc. are all well in hand.

Please help us by distributing posters to your local shops etc. for them to display.

We already have over 400 entries this year plus over 40 Autojumble stands. We will also require plenty of willing bodies to marshal on the day, also assistance on the Sunday prior to the show day to mark out the park, please contact Alan Hardinge or Bob Taylor, who will gladly give you a job.

The more help we get, the easier it becomes. the Club has a big stake in this show, so let's make it a big success and hope every one has an enjoyable day.

Thanks for your support.

Mike Palmer

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## JUDGES

Ray Legate, Chairman of the Judges, requests all those who are prepared to judge one or more of the classes to collect their judging forms from the SHVR tent between 11.30 and noon.

They will need to be returned at 3 O'clock in the afternoon. These arrangements will enable Ray to see a bit of the Show.

Please stick to these times as the Prize giving will depend on the prompt return of the forms. Ray will also be giving some of his goodies to those judging.

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**PONTARDULAIS**

Last weekend saw the first "Pontardulais Easter Bonnet Run" organised by the Pontardulais Vintage, Agricultural, Motorcycle and Classic Car Club. A good variety of 50 or so Classic, Vintage and Commercial vehicles assembled at the Gwyn Arms on Sunday morning for a run to Brechfa for lunch and returning via Llandeilo, Talley, Black Mountain and Ammanford. The weather was kind to all the entrants and a very enjoyable day was had by all. Many thanks from the SHVR entrants to Mark Hamer and his marshals who did an excellent job organising the event. Mike P

**SHVR OFFICERS**

- Chairman - Ivor Davies 01792 296839
- Secretary - Dave Lewis 01792 862915
- Treasurer - Mike Palmer 01792 203638
- Membership Stan Bingham see P1
- Newsletter - Mike Evans 01792 206686

**COMMITTEE**

- Holly Davies 01792 296839
- Alan Hardinge 01792 794563
- Brian Jenkins 01792 405307
- Christine Palmer 01792 203638
- John Presdee 01792 232400
- Bill Radford 01792 649168
- Richard Underwood 01269 844715

**SMALL ADS**

Gerald Gill is selling a Lucas AMB 529 car alarm with remote control (ultrasonic) and central locking for £50.

Phone 01792 896002

The NEW 20th anniversary SHVR windscreen stickers are now available from Mike Palmer at £1 each or £3 for 3.

**FOR SALE**

Early model RANGE ROVER, fully rebuilt. This vehicle has been completely stripped and rebuilt by a fully qualified mechanic for hi own use , but having finished the project he has decided to get a smaller caravan which his 4WD can cope with. So having spent £4700 on the rebuild he is going to sell it for £3500. I have seen photos of the work done so I can confirm that it was a bare metal, chassis up rebuild. The engine has been rebuilt and fitted with special camshafts for low rev towing power and it has a "Fairey" overdrive for motorway economy. It can probably be run without road tax but this would have to be discussed with the owner. Ring Rick Voller on 01570 434394.

Alan Broughton.

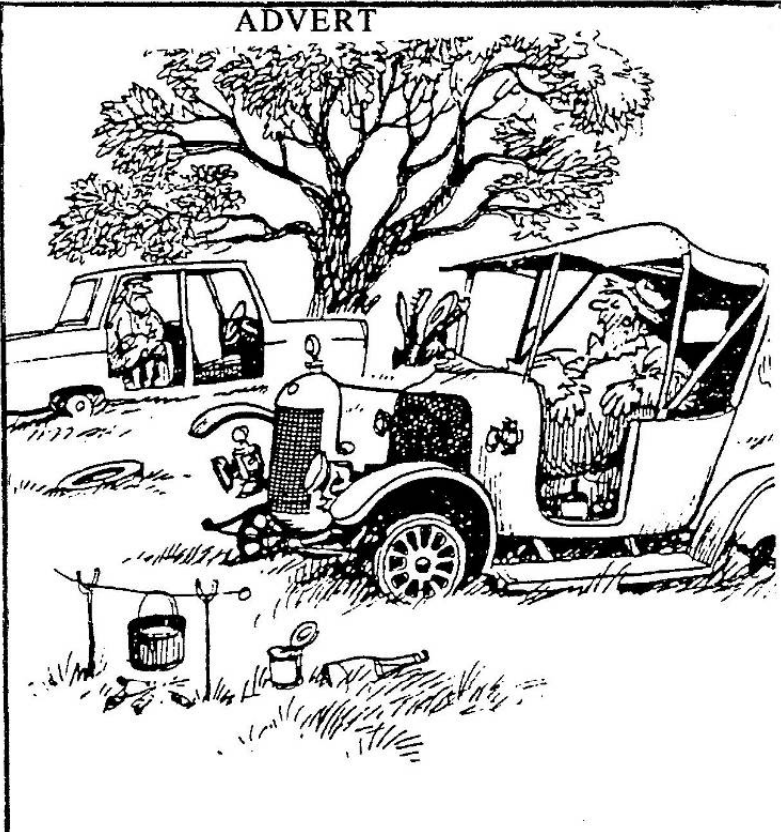
**PRESIDENT**

Johnny Thomas 01267 290215

**PATRON**

Ray Legate 01923 827551

**ADVERT**



" I PREFER TO LIVE IN SOMETHING WITH A BIT OF CHARACTER ."

Need Mortgage or investment advice?  
Ask Alan Broughton 01269 870293.

## *FAMOUS COMPETITION CARS NO 4*

### *THE FIRST FERRARI IN BRITAIN, MODEL 166SC NO 0101*

#### *THE DUDLEY FOLLAND CAR*

Dudley Croft Folland was born in 1913, the son of Henry and Leah Norah Folland of "Llwynderw", Blackpill, Swansea. Henry Folland was a wealthy cotton broker, who also had a home in Egypt: he died at the early age of 47, at "Mena House", The Pyramids, Cairo, in 1926.

Henry Folland's son, Dudley began racing at Brooklands and elsewhere, mainly with MG cars. He was a good friend of the late Lindsey Eccles, another well known Swansea racing driver of the period. He also competed in the Welsh Rallies of 1938 & 1939, with his wife. He entered events under the nom-de-race of Tim D Davies (or Davis). I suspect the reason for this was that he wished to keep his racing activities secret from his recently widowed mother at Llwynderw.

Mrs Folland, senior, lived in some style at Llwynderw, keeping Arab horses complete with an arab groom!

On your way back to Swansea from Mumbles look out for the sign "Llwynderw Drive" on the left, about half a mile before Blackpill. Just a few yards up the turning is a small block of flats, "Folland Court", named in memory of the Folland family who occupied the now demolished mansion.

#### THE HISTORY OF THE 2 LITRE FERRARI 166SC 0101

The car's early history is clouded in mystery. This "Spider Corsa" as the type of body was called might have been constructed in 1947 or 1948. It may have been driven in the 1948 Mille Miglia by the legendary Tazio Nuvolari, who was leading the race by the large margin of 27 minutes when the rear suspension collapsed. It was one of the maestro's last races.

What is certain is that the car was owned and raced by Prince Igor Troubetskoy, a colourful Franco-Russian American citizen. The Prince, it now transpires, owned three examples of this model at the time, which does muddy the waters somewhat. He was married at the time to Barbara Hutton, the Woolworth heiress.

The 166SC (the number derived from the capacity of the individual cylinder -166cc) had a 2 litre V12 engine, all independent suspension and a five speed gearbox. It had some good results in 1947, driven by Nuvolari, Cortese & Righetti.

Prince Igor raced his car in the 1948 Monaco GP, where he crashed and the Albi GP. Biondetti then borrowed the car and won the 1948 GP of Sweden at Stockholm

Dudley Folland raced his pre-war MG at the first Goodwood meeting, held at Easter 1948. He won the Madewick Cup for sports cars (one S C Moss won the preceding race for 500cc racing cars at a slower time and speed). Folland also raced an Aston-Martin at Spa-Francorchamps, in Belgium, during 1948, where it was "fettled" by John Wyer of Monaco Motor Engineers in Watford.

At Spa they were impressed by the performance of Chinetti's 166 Ferrari. They subsequently travelled to the Ferrari factory at Modena where they arranged to buy the ex-Troubetskoy car for £4,000. As the deal was somewhat irregular, due to the import restrictions then in force, the cash, contained in a shoe box, was duly handed over to a courier at the Berkley Hotel in London.

The 166 Spider Corsa was then imported on an Italian carnet by its supposed Italian owner for his own use but he was, in fact, a Ferrari race mechanic named Boschi!

To be continued next month - BVMJ.