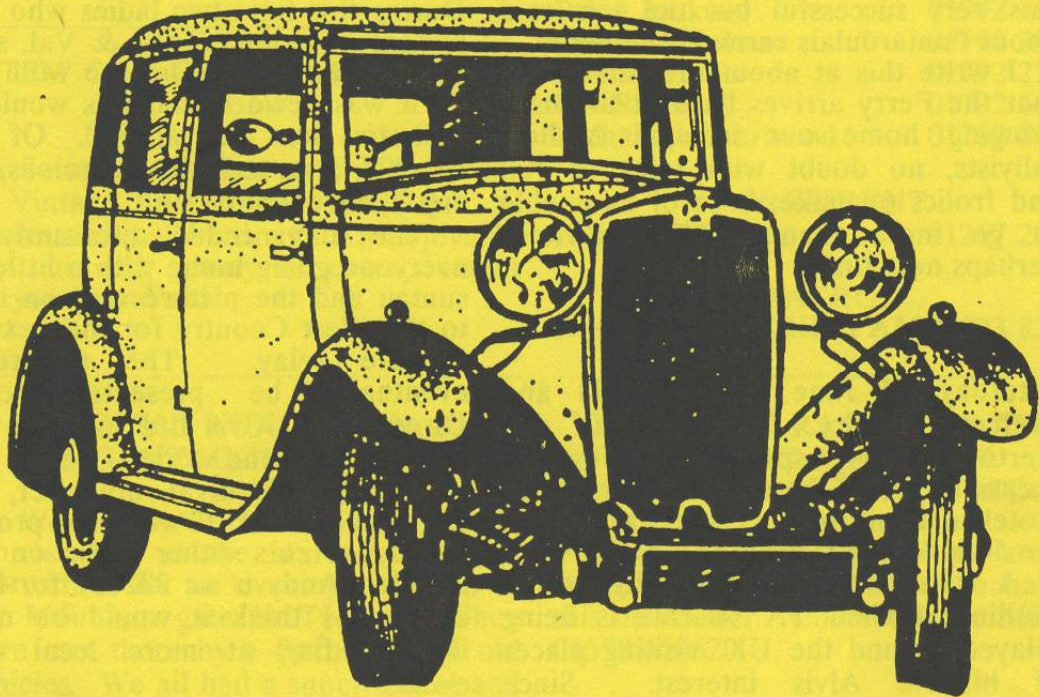


# S.H. V.R.



THE SWANSEA HISTORIC VEHICLE REGISTER



SWANSEA HISTORIC VEHICLE REGISTER

NEWSLETTER JULY 1996



*Cars that create enthusiasts*

# SWANSEA HISTORIC VEHICLE REGISTER

NEWSLETTER JULY 1996

## CHAIR BIT

The summer season is now well under way, (what summer?). The SHVR banner is being put forward at a number of venues and is being well supported by members. Margam Park show is held in a beautiful setting and a very good day out was had by all that attended. The Swansea Festival of Transport, held at Singleton Hospital, was very successful but the less said about Pontardulais carnival the better.

I write this at about the same time that the Ferry arrives back at Swansea bringing home our intrepid Mallow rallyists, no doubt with tales of fun and frolics to make those of us unable to go more than a little envious: perhaps next time.

## MATTERS ALVIS

Saturday 29 June dawned cold and overcast but dry. Holly, myself and Gertie, suitably spruced up for the occasion, set off for the Cleddau Bridge Hotel in Pembroke. The occasion was the 50th Anniversary of the Alvis 14hp.

A framed picture of the first three Mulliner bodied TA 14 cars is being relayed around the UK, visiting places of historic Alvis interest. Since Pembroke Dock is the birthplace of T.G John, the founder of Alvis Ltd, it was the obvious first port of call after leaving the works in Coventry.

Sipping sherry in the car park saw the arrival of fellow SHVR members Val & Brain Jenkins, suitably Alvis mounted. SHVR member Gwyn's Speed 25 unfortunately had fuel trouble on the way and was forced to turn back.

After a short speech by the organiser, Andrew Robinson, the convoy of some 14 cars set off for Pembroke Dock. Church street was totally blocked for a time, with TA 14 (Mulliner), TA 14 (Duncan) and my TB 14 Sports planted across the road for a photo session outside the birthplace of

T G John. After some dark looks followed by a few hints from the local Traffic Wardens we moved off for the rest of the run through the town.

Lunch time found us at Carew Castle where chopping and chewing and chatting was done at a local hostelry (Where else?). By this time the sun had taken his hat off, so SHVR members present decided to work off lunch with a stroll around the lagoon. During this time two ladies who should remain nameless, Holly & Val, spotted cream teas for sale at the Mill house. So it was decided that this would be a fuel stop next time around. Of course Brian & I, ever figure conscious, didn't enjoy this one little bit!!

The day ended pleasantly with everyone going home with a little more suntan and the picture well on its way to the West Country for the next stage of the relay. The picture will eventually be presented to the Directors of Alvis Ltd to hang in the boardroom at the works.

Pennard Carnival organiser, Andy Fisher, has asked if we could provide a display of cars either static or in the parade. Andy is on 232037 for further details. I think it would be nice to fly the flag at more local charity events.

Has anyone got any information on Mumbles Victorian Weekend?

## PLANT

Hopefully, by the time you read this we will have collected more of the Club equipment.

By now it should all be with John Presdee. Other members would like the use of it or perhaps some have had it so long that they consider it their own. Come on, this equipment is for all of you, let's have it in.

So this is the last request, *A L L* Club equipment must be taken to John Presdee's home ( or Ivor the Chairman) immediately so that it can be assessed.

IVOR

## APOLOGY

Stan Bingham religiously sends out the newsletters to those members that do not attend our meetings every month, without fail - a really thankless task.

You may have noticed that the newsletter has grown a bit lately and this led Stan into underestimating the amount of postage.

He is very sorry that some people were woken up at unearthly hours by their local postman to collect the difference.

---

## TRW CAM GEARS, RESOLVEN SHOW

On Saturday 29 June over 200 Classic & Vintage Cars joined in TRW's 50 anniversary celebrations. An enjoyable day out with plenty of entertainment for young and old.

---

## SOCIAL RUN TO THE MOUNTAIN GATE INN

On Wednesday 26 June some nine old vehicles met at the Marquis Arms in Fforestfach for an evening road run to the Mountain gate in Tycroes. They were met there by a further seven old vehicles. We all had a superb meal and some drinks and were able to watch Germany beating England at some game with a ball. A most enjoyable evening was had by all.

*Another run is planned for Wednesday 24 July. Meet at Pont Abraham services at the end of the M4 at 7.00pm to leave at 7.30 for the Whitmill pub (near Nantgaredig) for an evening meal.*

---

## PEMBREY 21 JULY

Meet at the entrance at 11.00am for free entry to the Jaguar race meeting. Parking is reserved. Afterwards, depart at 5.30pm for a meal at the pub in Pontyates. **SQUARE AND COMPASS** "

## SHVR OFFICERS

Chairman - Ivor Davies 01792 296839  
Secretary - Dave Lewis 01792 862915  
Treasurer - Mike Palmer 01792 203638  
Membership Stan Bingham " 360291  
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

## PRESIDENT

Johnny Thomas 01267 290215

## PATRON

Ray Legate 01923 827551

---

## SHVR CAIO RALLY AND TWO RIVERS ROAD RUN SATURDAY 24 AUGUST

This is well in hand, entries are still being accepted. Details at the back of this newsletter. Contact Steve Mitchell 01558 650620

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## LANGROVE 60s NIGHT

Another great night out, which was very well supported by about 12 old cars. Mike Palmer did a live spot on Swansea Sound recalling the cars that we would have driven in the 60s and what we did for entitlement.

---

## BEAULIEU 1996

Bookings for the weekend are up to capacity, all we are now waiting for is confirmation of our stall booking.

The Neath Club are running a bus, please contact [REDACTED] [REDACTED] for details.

01792-812437 - PETER

SMALL ADS

FOR SALE

Riley 1.5, 1960, Drives nicely, needs some welding for MOT. Loss of storage forces sale £525 ONO 01792 362281 after 7 pm.

\*\*\*\*\*

Austin A50, 1956, one owner from new, original radio, require renovation, some spares. £485. 01792 362281 after 7pm.

\*\*\*\*\*

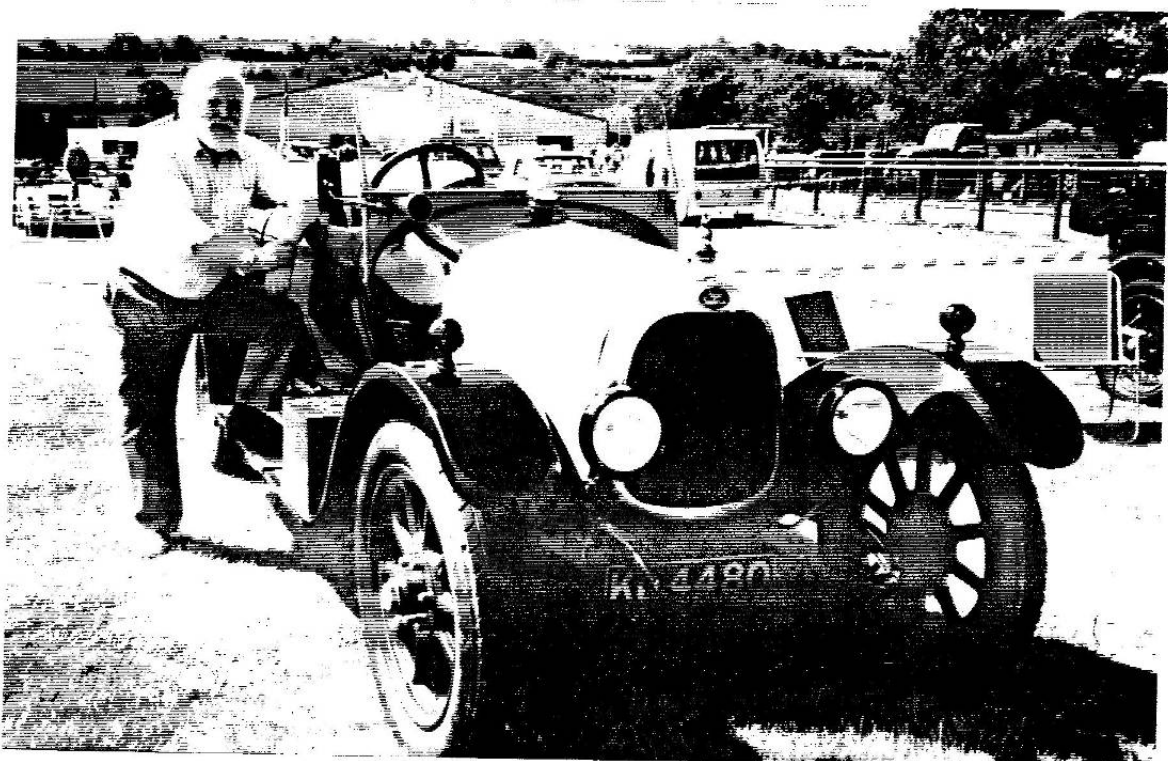
Triumph TR3, the property of the late Russ Williams, £10,000. Please contact his son Howard Williams on 01639 730007.

*(Sorry don't know the year but most people will remember Russ and the car)*

\*\*\*\*\*

Fiat Topolina 1500, 1938, fitted with a coupe body by Jack Barclay, of London. The car was made for Jack's own use and it has the original log book and V5. It is dismantled in dry storage with serious chassis problems. The owner, Mr Christopher Feltham (01179 604485) thinks it is worth £500-£700, ring him and haggle.

Alan B



What is unusual about this picture? Yes, the Angus Sanderson is rare, but Mike W-W has not got his hat on!

## ADVERTS

### FOR SALE

Citroen Avant (Light 15) 1955 Saloon, black, good condition, last MOTd in 1995. Offers around £5,000.

Also 1955 MG TD in concourse condition. Contact Mike palmer.

MGB GT "P" reg, purple, chrome bumpers, new tyres, sun roof, good all round condition £1525 Ono.

Also 1933 Austin 7, restoration needs finishing, much documentation £2,000 ono. Mr Pimblett, 01570 480539.

### WANTED

Chris Palmer wants Old Roberstsons Golly lapel badges.

Mike Evans still wants motorclub badges from South Wales.

Mike Palmer wants Motor Club badges.

---

## IRELAND

Alan Broughton promises a full report of the Mallow run for next month. He says that it is now the biggest run in Ireland with 204 entries this year.

Alan has also sent in copy of the Limerick Club's badge and says that only an Irish club could have a badge depicting the back of someone's head!



## THANKS

Many thanks to Mike Worthington-Williams and the Editor of Pembrokeshire Life and Carmarthenshire Life for permission to reproduce the articles that are taken from those magazines.

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## BIRTHDAY

Next month is the 20th anniversary of the founding of the Swansea Historic Vehicle Register. We are hoping to print a bumper edition of the newsletter.

If you have any copies of old newsletters, photos of events or even are prepared to write a article about the early days of the Club, please get in touch with me or Mike Worthington-Williams.

Has anyone got an example of the original windscreen sticker that was issued in the early days? I have one on the windscreen of the Singer, but I am afraid that it will break up if I try to remove it.

Also missing is the Greyhound Trophy, which was presented annually at the AGM to the member who did most for the Club in the past year. I seem to recall that the trophy was presented by Tom & the late Gordon Lawrence in memory of their mother.

Another idea would be to locate the cars that members owned then. Some of us still have the same cars that we had then but what, for example, happened to Paul Sykes' Aston Martin of about 1932? The car was a Le Mans team car and was featured in a number of publications on the make. Did anyone ever finish the Delage DI that Chris Nicholls was building, it was nearly completed when he sold it? Two Morris Twelves of about 1936-7 had a lot of work done on them by various members, did anyone make a good one out of the pair?

If you intend to make a contribution to the issue, please do so as soon as possible as there will be quite a lot of work involved. Photos are also wanted.

Mike

You all know about the Darwin Awards - It's an annual honor given to the person who did the gene pool the biggest service by killing themselves in the most extraordinarily stupid way.

Last year's winner was the fellow who was killed by a Coke machine which toppled over on top of him as he was attempting to tip a free soda out of it.

And this year's nominee is:

The Arizona Highway Patrol came upon a pile of smoldering metal embedded into the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an airplane crash, but it was a car. The type of car was unidentifiable at the scene. The lab finally figured out what it was and what had happened. It seems that a guy had somehow gotten hold of a JATO unit (Jet Assisted Take Off) actually a solid fuel rocket) that is used to give heavy military transport planes an extra "push" for taking off from short airfields.

He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. Then he attached the JATO unit to his car, jumped in, got up some speed and fired off the JATO! The facts as best as could be determined are that the operator of the 1967 Impala hit JATO ignition at a distance of approximately 3.0 miles from the crash site. This was established by the prominent scorched and melted asphalt at that location. The JATO, if operating properly, would have reached maximum thrust within 5 seconds, causing the Chevy to reach speeds well in excess of 350 mp and continuing at full power for an additional 20-25 seconds. The driver (soon to be pilot) most likely would have experienced G-forces usually reserved for dog-fighting F-14 jocks under full afterburners, basically causing him to become insignificant for the remainder of the event. However, the automobile remained on the straight highway for about 2.5 miles (15-20) seconds before the driver applied and completely melted the brakes, blowing the tires and leaving thick rubber marks on the road surface, then becoming airborne for an additional 1.4 miles and impacting the cliff face at a height of 125 feet leaving a blackened crater 3 feet deep in the rock. Most of the driver's remains were not recoverable; however, small fragments of bone, teeth and hair were extracted from the crater and fingernail and bone shards were removed from a piece of debris believed to be a portion of the steering wheel.

#### Lessons Learned:

Air bags wouldn't have helped.

Antilock brakes might have.

Should have used a parachute-assist first (what was he thinking??)

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## JUST IN CASE WE THOUGHT WE WERE WINNING

It would appear that leaded petrol is now the latest target for EEC Environmentalists who want its sale to be phased out and finally banned in the UK by the year 2000. The super unleaded alternative is also being targeted since it contains cancer causing particles.

The Germans have added to the impending war by imposing an additional tax on cars which do not have a catalytic converter. This tax is due to come into force in January next year. They also want this tax to be imposed throughout Europe.

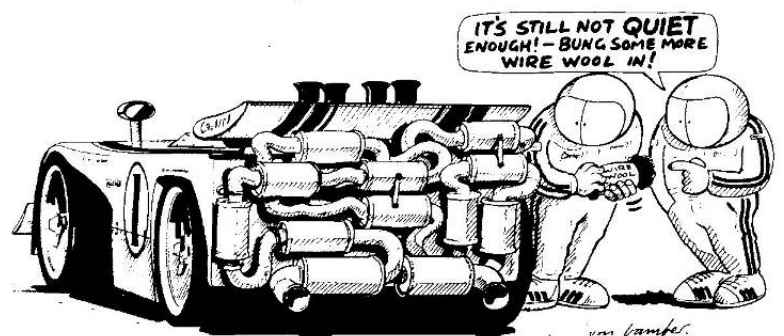
Apparently, all the above is not aimed at classic car owners, who low and behold, are the unfortunate by-standers. The objective is to improve the environment, which to me seems to be more under attack from commercial vehicles who do considerably more mileage. These vehicles issue seriously noxious fumes, which are particularly noticeable when driving an open top sports car.

The Australians & New Zealanders have already banned leaded fuel with the petrol companies currently being hammered with claims for compensation from owners of damaged engines. The Americans, who have also phased out unleaded petrol, appear to be having fewer problems due to the availability of government approved additives.

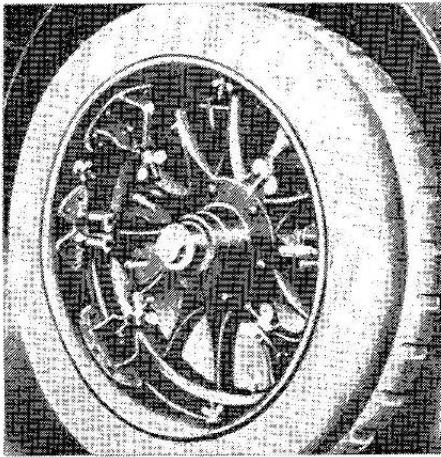
The answer probably lies with the oil companies who may be forced to phase out leaded petrol for commercial reasons, as its use diminishes with time. We are therefore in their hands to produce and sell a viable alternative.

Do we know any oil company executives who own classic cars ? !!.

Steve Mitchell



## ROW OVER NOISE REGS



*The Stepney wheel showing the fixed clamps.*

The introduction of the pneumatic tyre in 1895 was undoubtedly a boon to motorists when John Boyd Dunlop's invention of 1888 was finally given a commercial application.

It was also, however, something of a poisoned chalice: Whilst on the one hand it must have improved the life of the car's wheels, and indeed of the car itself, by insulating to a degree the road shocks transmitted by the pot holes of the day, and made more comfortable the ride and handling for the passengers and driver, it also brought problems of a different nature.

It must be remembered that at the time the motorcar was introduced to the roads of Britain, albeit in modest numbers, the road system itself was in a state of utter neglect. This had been brought about by the collapse of the turnpike system under which tolls had been collected from travellers to finance road repair and upkeep. The advent of the railways had diverted much of the traffic from the roads, both passenger and freight, depriving the Turnpike Trusts of much of their income, and when the emancipating Locomotives on Highways Act of 1896 finally permitted motorists to travel on the highway at viable speeds, it at first seemed a doubtful victory.

Not only were most of the roads unmade and in poor repair, but horse-drawn traffic was still in the majority. The road surfaces were, therefore, liberally coated not only with a dressing of small stones but also with horse manure and nails and cast shoes carrying nails from the hooves of horses. In dry weather this combination provided an acrid ammonia dust which cov-

# Answer to

## THE STEPNEY SPARE MOTOR WHEEL LTD

ered everything, and when it rained this was quickly transformed into a quagmire of slimy mud.

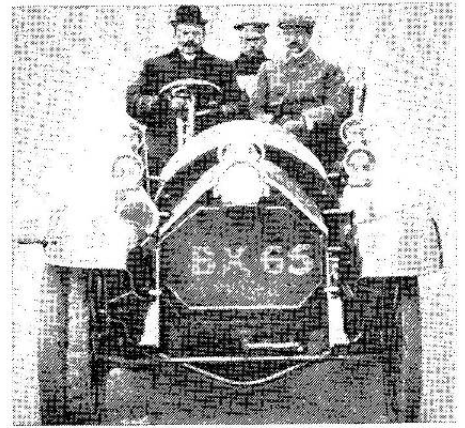
It was onto such surfaces that the early motorists ventured, at a time when tyres and tubes were of a far inferior quality to those which we enjoy today, and not surprisingly frequent punctures became one of the everyday hazards of pneumatic-tyred travel. Add to this the fact that there were no roadside garages, most of the blacksmiths were still resentful of the upstart motorcar, and properly organised AA and RAC patrols were still more than 20 years ahead, and it can be seen that every journey was something of an adventure.

As if all this were not enough, the changing of wheels and tyres was by no means the simply process which it is today.

Many cars had non-detachable wheels, and those which could be detached often demanded a process which included disconnecting the braking system, removing the chains which drove the rear wheels, the sprockets of which were actually mounted on the inside of the rear wheels on cars which were not shaft driven, or alternatively removing detachable rims. This involved undoing security bolts, all of which would probably be well plastered in mud.

Tyres at this time were beaded edged, which is to say that they had an edge of flexible rubber and fabric. When the tyre was inflated, this bead expanded into a lip running around the edge of the wheel rim, and was held in place by pressures of between 45lb and 65lb.

The purpose of the bead was to hold the tyre firmly on the rim, and to prevent it 'creeping' around the wheel and tearing the valve from the tube. A puncture, therefore, involved jacking up the wheel; removing the tyre and tube from it, mending the puncture (or replacing the burst tube with another), reinserting the tube in the tyre and the whole lot' back on to the wheel, pumping suffi-



*The Davies brothers with a Stepney fitted to their Beeston Humber.*

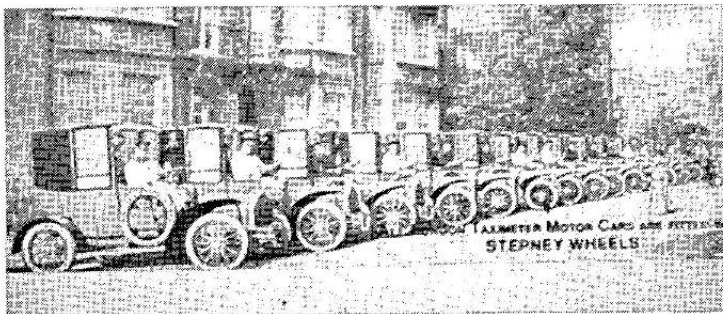
cient pressure into the tyre to ensure that it did not come off again on the first bend, and all this often with the wheel still attached to the car! Beaded edge tyres were of necessity a tight fit, and the struggle to get them back on the rim, whilst standing in up to six inches of liquid mud and in pouring rain, may be imagined.

Quite clearly this was a situation crying out for a remedy, and that remedy came in 1904 when Davies Brothers of 40 Stepney Street, Llanelli (these days rendered as Llanelli) were granted a patent for an 'appliance for an attachment to a wheel of a motor car, or other road vehicle, to enable the car or the vehicle to be run independently of the tyre of such wheel'.

The 'Stepney' spare motor wheel took its name from the street in which the two brothers, T Morris Davies and Walter Davies, conducted their business, and consisted of a rim on which a tyre was already mounted, both rim and tyre being of the same size as those on the car. This 'Stepney' rim was fitted with two fixed and two adjustable clamps which would enable it to be attached to any of the four rims of the car's road wheels.

The clamps could be adjusted by hand and tightened by hand, and had locking pins and a strap which could be passed around a wheel spoke to prevent 'creeping'. In theory, the 'Stepney' could be fitted even if no jack were available by rolling the car forward, but the majority of customers found this difficult.

In 1906 The Autocar magazine announced that the company's London agents, Maison Talbot of Long Acre, were pleased to demonstrate the correct procedure without use of a jack. With or without the jack, of course, the beauty of the 'Stepney' wheel was that it obviated the necessity for the removal of either the offending wheel or its tyre and tube, and the repair or



*A line-up of London taxis, all carrying their Stepney spare wheels on the running boards, in 1909.*



# a prayer

replacement of the latter. The saving in time, particularly in inclement weather, was a boon to the motorist.

Not surprisingly, and only two months after The Autocar announcement, the two brothers were able to report that over 6,000 'Stepney' wheels had been sold, and in 1908 the Stepney Spare Motor Wheel Ltd was incorporated, and a fresh patent was taken out covering a fixed flange ring which could be fitted to the road wheels of any car.

This made the fitting of the 'Stepney' wheel far easier and quicker, particularly in those cases where the disabled tyre was stuck fast in the bead rim and the old-type clamps could not be attached to the wheel. By 1909 the company were able to report that over 75,000 'Stepney' wheels were in use, and no prudent motorist ventured out without his 'Stepney' mounted on the side of the car.

They were not only useful when punctures occurred, either. With the new flange rim attached to all wheels, the motorist could carry two 'Stepney' spares fitted with studded tyres, and these could be fitted to the rear wheels to provide a greater area of tyre on the road, giving better traction in muddy conditions and acting as an anti-skid device. All London taxicabs were fitted with 'Stepney' spare wheels by 1909, a German branch of the company, Stepney Auto Reserve Rad GmbH was set up, and a London workshop and showroom was opened at 168 Great Portland Street. A USA patent was also taken out.

Accounts vary as to the origins of the 'Stepney' idea. The Davies brothers had opened their business in 1895 as ironmongers, and this later expanded to cater for both bicycles and motorcycles, so there was already a motoring element in the business by 1904. It is said that the inspiration for the invention came when the brothers suffered a blown tyre which could not be repaired whilst motoring from Llanelli to Brecon Assizes in 1904, and being forced to complete their journey by horsedrawn carriage, arriving late and being upbraided by the presiding judge for having embarked on the journey in such an unreliable form of transport as a motorcar!

It is also averred by some, however, that Thomas H Downing, a well-known blacksmith of Vauxhall, Llanelli, was the real inventor.

The Davies brothers, having already decided that some kind of 'spare' wheel was needed but unsure how to proceed, had taken their problem to Downing, whom they both knew. Having devised the system which the two brothers subsequently adopted

and patented, he threw his prototype in among the scrap metal of his smithy, and this was subsequently disposed of with the other scrap. When the idea proved successful, he apparently applied to be considered as a joint originator, but being unable to produce his prototype lost his case. Certainly his name does not appear among those of the directors of the company.

Some 2,000 wheels a month left the Stepney Works in Copperworks Road at the height of production, and there was also limited production in France and Belgium.

In 1914 a tyre factory in Blackhorse Lane, Walthamstow was added, and during the Great War the company supplied some 50,000 spare wheels to the Army Transport Service. The tyre business was a logical outgrowth, particularly since the 'Stepney' worked best when fitted with a tyre of slightly larger diameter than those on the car. This kept the damaged tyre off the road on the journey home and minimised further damage to it.

Inevitably, however, with more and more cars being fitted with detachable wheels, and spare wheels supplied by the car's manufacturer, the need for

## Tyre Tracks

with

Michael Worthington-Williams



*Michael Worthington-Williams is currently editor of Classic Car Mart, and feature writer for The Automobile and Old Bike Mart. He is a former advisor to Sotheby's vintage vehicle department, and currently performs the same function for Brooks, the international collectors' vehicle auctioneers.*

*Michael is a member of the Chartered Institute of Journalists and the Society of Automotive Historians (for whom he chairs the United Kingdom chapter).*

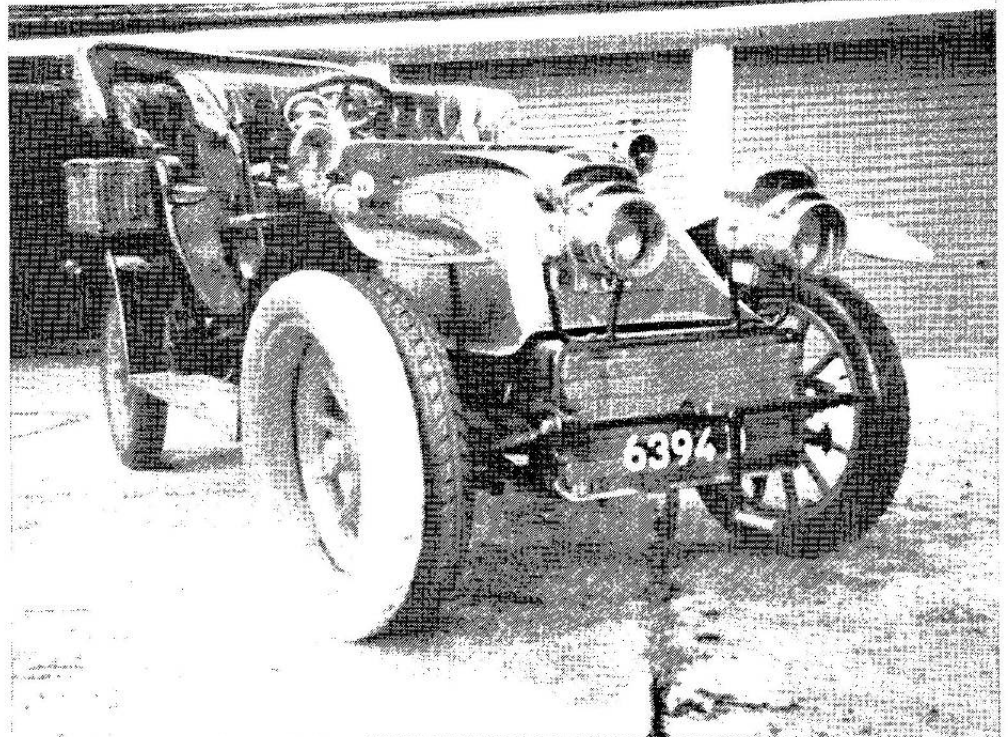
*He is the author and co-author of several books on automotive subjects and a contributor to The Complete Encyclopedia of Motorcars.*

*He is married with seven children, five cats and a hamster and lives at Capel Iwan. A 1927 Austin 20/4 saloon serves as his everyday transport and a 1913 8 litre Fiat limousine, a 1921 Sanderson tourer, a 1926 Storey 17/70 and a 1953 Austin A40 Somerset, along with two flat tank motorcycles, constitute the rest of his current motor collection.*

the 'Stepney' spare diminished after the Great War.

The company re-formed in 1922 as Stepney Tyres Ltd, based in Walthamstow, and the decline in the original business must have accelerated when, in 1924, William Morris and other large car makers standardised well base rims on modern lines, and the difficult-to-remove (and fit) beaded edge tyres became a thing of the past.

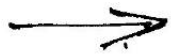
*(My thanks to Johnny Thomas of Nantgaredig, and Bryan Goodman of Reigate, for the loan of original company literature used in the compilation of this feature.)*



**This 1904 CGV had a puncture on this year's London to Brighton Run and was able to complete the run by fitting a Stepney.**

Picture: Bryan Goodman

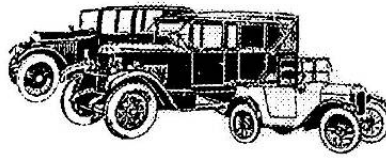
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THE NEATH  
UNDERWATER  
FOOT JUGGLING  
TEAM  
ENJOYING A DAY  
OUT AT  
SINGLETON



SEE  
ALVIS  
ARTICLE

Date	Event	Contact
Saturday 27th July	Whitland	Carolyn Jones 01994 240811
Sunday 28th July	Scolton Manor	Gill Allen 01646 636258
Sunday 28th July	Rhondda Heritage Park	Phil Price 01443 683406
Sunday 28th July	Upton On Severn	
Saturday 20th July	Pennard Carnival	Andy Fisher 01792 206686
Sunday 21st July	S.H.V.R Gathering Jaguar Club Racing Day Free Entry to Pembrey	
Sunday 21st July	Much Marcle	

<b>AUGUST 1996</b>		
Saturday 3rd Aug	Lampeter	Mrs B L Jones 01570 423187
Sunday 4th Aug	Milford Haven	Gerald Evans 01646 600010
Sunday 4th Aug	Gower Show	
Saturday 10th Aug	S.H.V.R. Llangamarch Wells Road Run	Ray Legate 01923 827551
Sunday 11th Aug	Three Cocks	Mr G Moore 01497 851296
Sunday 18th Aug	HMF Llandrindod Wells	Harry Payne
Monday 19th Aug	S.H.V.R. Club Meeting at the Benbow Mumbles	
Saturday 24th Aug	S.H.V.R CAIO FAIR TWO RIVERS RUN	Steve Mitchell 01558 650620
Saturday 24th Aug	Camrose	Dillwyn Phillips 01437 710428
Sunday 25th Aug	S.H.V.R. Run Mountain Gate "And Beyond" also static show.	Mike Palmer 01792 203638
Monday 26th Aug	Pontardulais Agricultural Show	Ossie Jones 01792 885971
Monday 26th Aug	Orllwyn Teifi Vintage Show Llandysul	D Davies 01559 370885
<b>SEPT 1996</b>		
Sunday 1st Sept	Hereford Ross-on-Wye	Roger Jones 01981 250762
7th - 8th Sept	Beaulieu Autojumble	
Sunday 8th Sept	Headlands School - Barry	
13th - 15th Sept	S.H.V.R. Ballinhassig	
Sunday 15th Sept	Tredegar Park	Roger Wood 01633 891262
Monday 16th Sept	S.H.V.R. Club Meeting at the Benbow Mumbles	
Saturday 21st Sept	Mid Wales Meander Run	01544 267579
<b>OCT 1996</b>		
5th - 6th Oct	Malvern	
11th - 13th Oct	Irish Visit to Mumbles	Ivor Davies 01792 296839 Mike Palmer 01792 203638
Sunday 20th Oct	Lydney	
Monday 21st Oct	S.H.V.R. Club Meeting at the Benbow Mumbles	



TYN-Y-LAN  
PORTHYRHYD  
LLANWRDA  
DYFED  
SA19 8PB

Tel : 01558 650620

13 July 1996

**CAIO FAIR TWO RIVERS RUN "UPDATE"**

The list of entrants is creeping up slowly with 35 definite and a promise of at least another 10. By the time we get to August we are expecting the entry list to have exceeded 50. The list of entrants is quite varied and is attached for interest. The intention is to group the entrants into classes such that similar vehicles will start the run at the same time, with the faster vehicles starting first. The Pontardulais Club run at Easter received most of its entrants during the last week. Late entries although welcome do produce a planning nightmare, so please try and get your entry in as soon as possible if you have not done so already. We are waiting to the last minute to order the rally plates with no spare funding for any speculation on numbers.

The preparations for the run are now well in hand. The budget set for the run was very tight, however we have achieved our objective of obtaining sponsors to assist with the finances. The run will now be sponsored by Towy Events (who ran the recent Carmarthen Motor Show) and Checkpoint Garage, which is near to CAIO.

Probably the most important change over the last month has been the barbecue. The original supplier of the barbecue has pulled out and having contacted numerous catering organisations, we have chosen Sweetmans Caterers in Swansea who will be providing a substantial cold buffet. This will consist of a main meal and a sweet. We are working hard to get some wine included in the price.

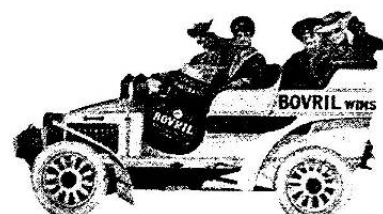
The route for the run has been finalised and will cover 55 miles. I have driven the route several times to ensure suitability for all the cars. We were out again last night checking the Tulip diagrams.

Don't forget that CAIO is an SHVR club run and that Mike Palmer is organising a second run for the Sunday after CAIO (August 25th). We need these and other more varied events to add variety against a background of static displays.

I will be writing to all the entrants at the end of July with finalised details and instructions.

Take Care.

Steve Mitchell



<b>CAIO FAIR TWO RIVERS RUN ENTRANTS</b>			
<b>ENTRY NUMBER</b>	<b>CAR</b>	<b>ENTRY NUMBER</b>	<b>CAR</b>
1	1948 Jaguar 3.5 litre	19	1959 MGA Roadster
2	1973 Lotus Elan	20	1973 Avenger Tiger
3	1968 MGC Roadster	21	1959 Ford Anglia 100E
4	1949 Riley 1.5 RMA	22	Triumph TR7 DHC
5	1974 MGB Roadster	23	Morris 100 Van
6	1974 MGB GT	24	1962 Vanden Plas Princess
7	1951 Alvis TA21	25	1950 Alvis TB14 Sport
8	1961 Hillman Minx	26	1939 Morris 14.6 series 3
9	1954 Morris Minor	27	1948 Vauxhall J/14 Saloon
10	1970 Morris 1000 conv	28	1958 Ford Anglia 100E
11	1963 Jaguar Mk 2, 3.8	29	1960 Jaguar XK150 FHC
12	1950 Armstrong Siddeley	30	1957 Lotus Six
13	1969 Austin Healey Sprite	31	1913 Delage
14	1935 Morris Eight 2 Seater	32	1968 Mini Cooper
15	1972 Triumph TR6	33	1970 Triumph Vitesse Convertible
16	1973 Jaguar XJ6	34	1954 Austin 170 Hereford
17	1981 MGB Roadster	35	1972 MGB GT
18	1951 Riley RMA 1.5		

\*\*\*\*\*

Seen at the rear of Gravell's garage in Kidwelly 1938ish Austin Big Seven four door saloon. Major rebuild would be needed, details not known but it is dumped in the open and said to belong to Gravells.

\*\*\*\*\*

Austin Ruby 1936ish complete body shell on a chassis with axles, wheels etc, no engine or interior. £350 or thereabouts, contact Alan West on 01269 870636.

\*\*\*\*\*



H.R. 633

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Completed forms to be sent to:

Membership Secretary, Stan Bingham, 28 Long Shepherds Drive, Caswell, Swansea. together with a cheque for £10 made out to S.H.V.R.

NAME:

ADDRESS:

POSTCODE:

TELEPHONE:

VEHICLES OWNED:

INTERESTS: (RALLYS ETC.)



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