

S.H. V.R.

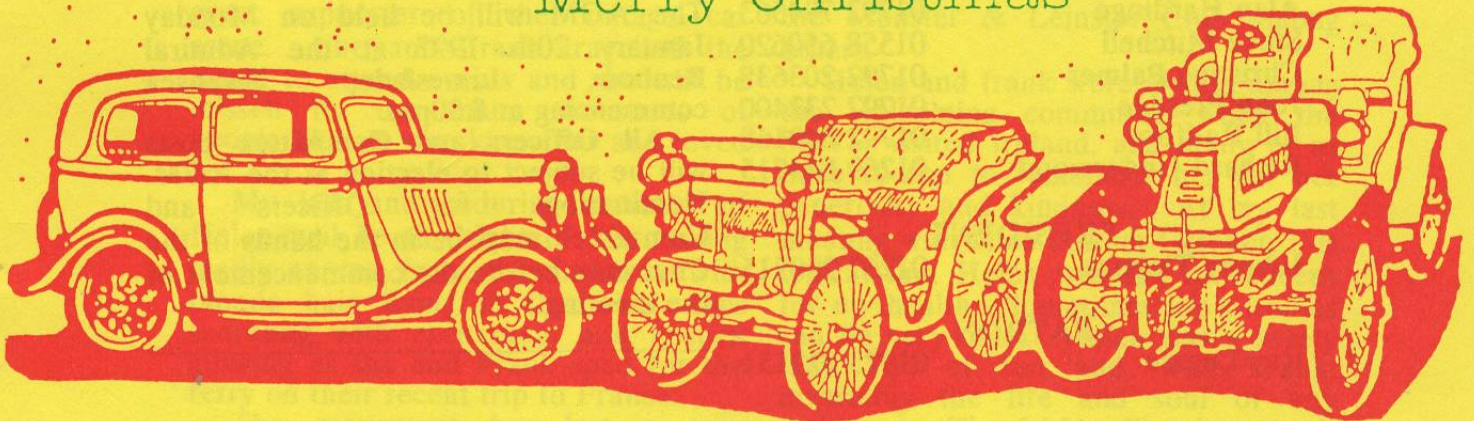


THE SWANSEA HISTORIC VEHICLE REGISTER

20 YEARS SERVING THE ENTHUSIAST



Merry Christmas



December 1996

EDITED & COMPILED BY MIKE PALMER, MIKE EVANS & GERALD GILL.

SWANSEA HISTORIC VEHICLE REGISTER

NEWSLETTER DECEMBER 1996

EDITORIAL

Another year comes to a close, one of the most successful in the history of the Club. Many events have been held in this our twentieth anniversary year. The Newsletter has been published regularly, thanks to the efforts of the production team and a number of articles have been contributed by members.

Membership is approaching record levels, no doubt accurate figures will be announced at the AGM. All we will have to do is maintain the momentum for next year. Please let any Committee member know what you will expect for next year.

The compliments of the season to all our readers and we will hope to be back in the New Year.

MJE

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CHAIR BIT

The festive season has come upon us once more bringing, I hope, not only a time of good will but also a pause for reflection.

1996 has been an eventful year for the SHVR with a new committee and a new outlook. Our newsletter, perhaps the heart of the club, continues to go from strength to strength as a result of your lively contributions and is enhanced by lots of photographs of our runs and functions. The effort put into this by Mike Evans, Mike Palmer, Gerald Gill and Steve Mitchell has not gone unnoticed, many thanks.

This year has seen another milestone in the scrapping of the road fund license on vehicles over twenty five years old. The Government moves in mysterious ways, let's hope that we are just as lucky with the keeping of leaded petrol.

Don't forget January's meeting is the AGM and there will be an election of the new Committee. If you have a nomination, please make it known as soon as possible and make sure that all nominees are willing to take up the post.

It only remains for me to wish you all a very Merry Christmas and a Happy New Year.

Safe motoring for 1997.

Ivor

ANNUAL GENERAL MEETING

The AGM will be held on Monday January 20th 1997 at the Admiral Benbow, Limeslade, Swansea commencing at 8.30pm.

All Officers and Committee posts will be subject to election at the AGM. Nominations for Officers and Committee must be in the hands of the Chairman before the commencement of the meeting.



HELEN FOSTER

We were greatly saddened to hear of the recent sudden death of Helen Foster. A selection of tributes to this wonderful person is printed below. I can only add my condolences to Frank and the family.

MJE

I write this obituary with much personal sadness. The untimely passing of Helen Foster has come as a complete shock to me. I first met Helen in 1988 when she accompanied her husband Frank on the first Irish rally to Swansea. I was immediately taken by her warmth and friendliness and great sense of humour. Helen was a "larger than life" character who had the natural ability to make all around feel happy.

She was never shy in the way that she dressed or wore her make-up and this, and her permanent smile showed her for the generous and gregarious person that she was.

Helen used to love wearing a vivid shade of red lipstick and, if one were lucky enough to have experienced one of her luscious kisses that memory will remain forever.

Helen was truly passionate about her Frank and everything they did together. I cannot ever remember seeing them apart. Helen also loved and was a great supporter of the vintage car scene. She and Frank travelled the world to attend events and she will be missed by the many thousands of people like us who knew her and loved her.

My last and enduring memory of Helen will be the sight of her waving madly to me from the Lagonda with blonde hair flying in the wind, eyes sparkling with excitement and lipstick glowing as she and Frank sped for the ferry on their recent trip to France.

The movement has lost a true character, but I'm sure of one thing. She will always be remembered only with affection and she will never ever be forgotten.

MJG

It is with much sadness that I have to report the sudden passing of Helen Foster, the beloved wife of Frank and mother of Gary and Yvonne.

This super lady was always at Frank's side and a more together couple you will never meet. She was present at every Irish visit, either visiting us or we sailing to them. When we drove off the boat Helen and Frank would, without fail, be there to greet us and when we left they would be there to see us off.

We shall miss her. Her good humour, which she readily displayed every time we met, made her very good company. She will be remembered as a superb ambassador for the Irish people and the Vintage car world in particular.

To Frank and the family we extend our heartfelt sympathy and condolences.

ID.

I am sad to report the sudden death of Helen Foster, wife of Frank Foster, both of whom were stalwart members of the Kinsale Vintage & Classic Motor Club, (which is twinned with the Swansea Historic Vehicle Register), the Mallow Vintage & Classic Car Club, The Irish Veteran & Vintage Club and the Munster & Leinster Club among others.

Helen and Frank were always among the welcoming committee when the SHVR visited Ireland, and many of us have reason to remember her for her generosity and kindness. At my last meeting with them both in October, it is typical that Helen was full of concern for my health. Sometimes life's ironies can be very cruel. Helen was a lovely lady, full of fun and, with Frank, invariably the life and soul of any gathering. The Irish rallies just won't be the same without her, and we extend our heartfelt sympathy to Frank and their friends and family. Helen will be sorely missed.

MJW-W.

REMARKABLE BALLOON

ACCIDENT

REMARKABLE ESCAPE OF THE

REV J M BACON

The Rev J M Bacon, the well known English aeronaut, had a narrow escape during an ascent on Thursday in Paris. He went up in a balloon "Surcoul," with a friend and an assistant. One of the party was smoking a cigarette, and it is supposed that the fire from this caught against a leak. At any rate, there was a slight explosion and the balloon fell slowly to the ground, ultimately descending in the Rue Edouard et Robert, in the Avenue d'Aumesnil district. One of those in the balloon got entangled in the wreckage, and a number of persons who had rushed upon the scene attempted to rescue him from his dangerous position. To facilitate this work one of the volunteers foolishly cut the cover of the balloon with a pocket knife, with the result that the gas rushed out, caught fire, and exploded with great force. Great tongues of flame now rose from the burning balloon and being blown through some open windows of the adjacent houses set fire to the furniture therein. Several persons were very seriously burned about the head and arms, while about twenty others sustained minor injuries. The more serious cases were taken to the Hospital St. Antoine. The aeronauts escaped unhurt.

Western Mail Friday 13 May 1904

Rather an appropriate date?

MJE

SOUTH WALES MOTOR NOTES

A correspondent draws attention to the handiwork of Mr David Jones, carpenter, of Whitemill, Carmarthen, in the motor-car line. With a penchant for machine making and engineering in its various branches, Mr Jones, who is a self-taught man, has for years conducted experiments with a view to turning out from his workshops things which would cost large sums in the open market. His latest effort has proved a splendid success. It is a motor-wagonette which will seat fourteen comfortably, and is fitted with a Sims' 12-hp twin-cylinder and magneto ignition engine, and its going is very satisfactory. The whole of the vehicle, with the exception of the engine, of course is Mr Jones' own work, and a more solid, less vibrating carriage it would be difficult to find. Our correspondent states that a company of ten were driven from Carmarthen to Aberayron and back a few days ago by Mr Jones, and that the outing proved to be extremely enjoyable, the wagonette taking the heavy gradients in that part of the country on the second of three gears.

From the Western mail Saturday June 3 1905.

No doubt our President and his son, who only live just up the road from Whitemill, will start looking for the wagonette. It would make a nice tender for the Napier!

WESTERN MAIL SATURDAY JUNE 17 1905

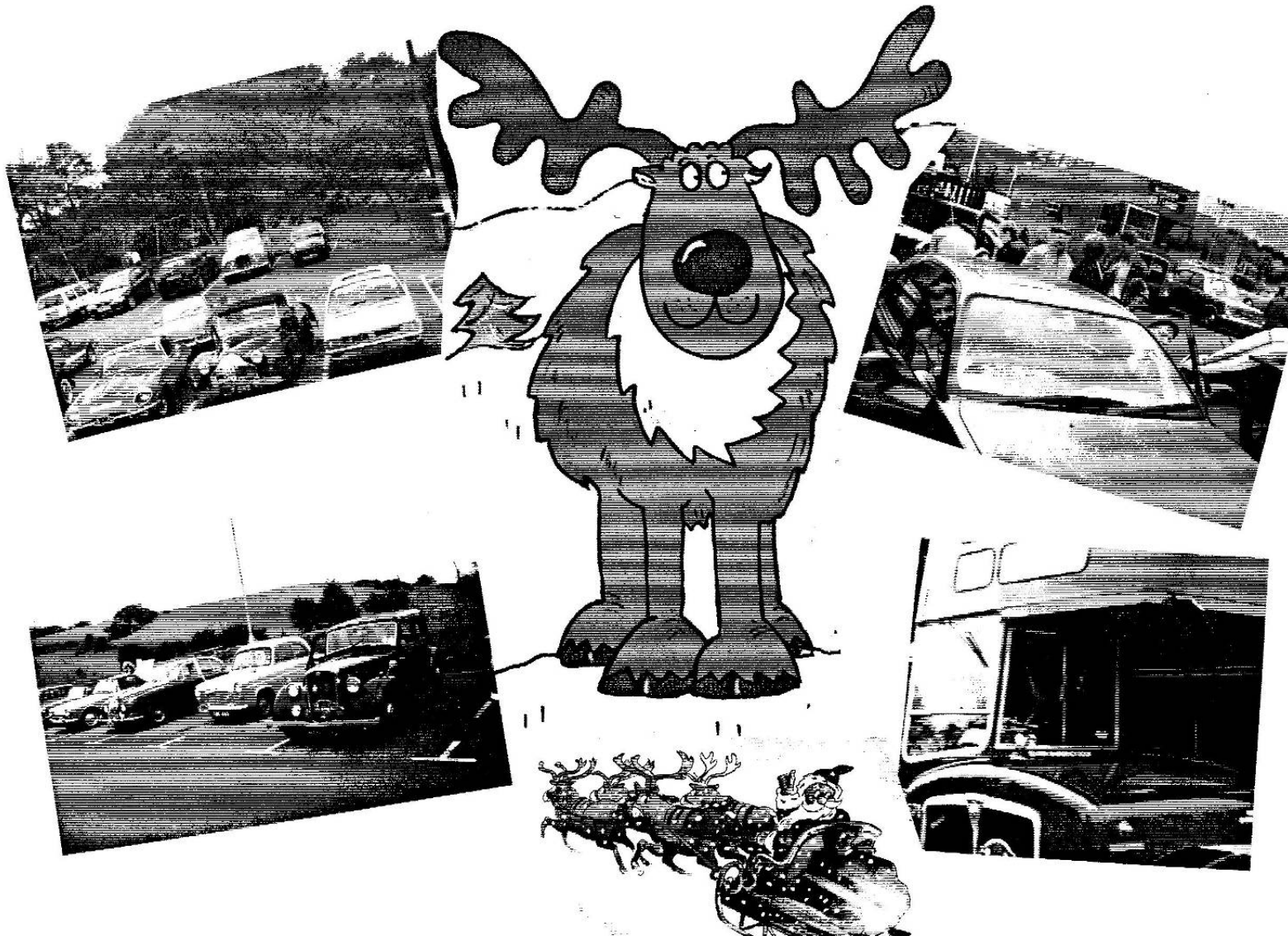
SOUTH WALES MOTOR NOTES

By the way, there has been some discussion as to the personality of the first South Wales motorist. Mr Penrose Thomas, the coal exporter of Swansea, is being given the credit.

Any relation, Johnny?

FACTORY TOUR

Harry Price from the Ford Capri Owners Club is arranging a visit to the Ford Factory in Bridgend sometime towards the end of January or beginning of February 1997. The factory tour takes approximately two hours. Preliminary proposals are possibly for a mid-day on a Wednesday and then on to a local pub for lunch. For further details contact Harry on 01222 513833



*I say! Any of you chaps here know anything about sledges?
(Tony Phillips-Smith)*

RAY LEGGIE'S COLUMN

The National Classic Motor Show at the NEC in Birmingham on 23rd/24th November was a most enjoyable and friendly event (see Classic Car Mart, January 1997 issue for a full report). I looked out for my friends in the SHVR who were on a coach trip there on the Sunday, but didn't see any of you as the show was particularly crowded this year. I trust you all arrived home safely what with the snow falling on Sunday afternoon.

This Newsletter of ours is getting better and better with each issue, of particular importance for me as it keeps me in touch with what is going on, living so far away as I do. My congratulations to the Editor, Mike Evans, also Mike Palmer, Gerald Gill and everyone responsible for the production of this fine Newsletter. I especially enjoyed reading the London to Brighton report by our President, Johnny Thomas in the November issue. Well done to him and Chris Thomas, I'm sure that despite the problems encountered, you had a good time on the run. Wish I'd been there.

I mentioned in an earlier Newsletter that I could possibly arrange a visit to The Vauxhall Heritage collection of cars and commercials (not open to the public; also the Vauxhall factory, both in Luton, Bedfordshire. I have not had any response, so this is a reminder. If you are interested in this visit, drop me a line and if sufficient numbers (maximum 12) reply, then we may be able to 'get the show on the road' for the first half of 1997.

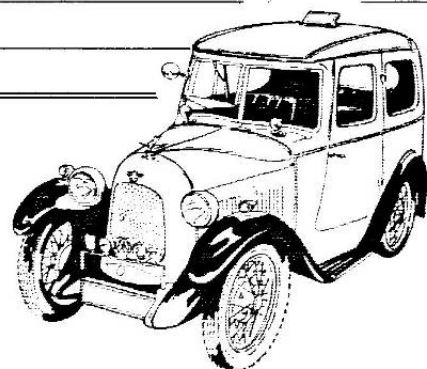
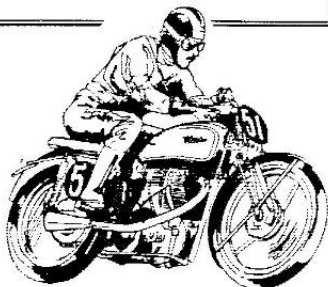
A final word on the Classic Show in Birmingham. All the exhibits, especially those on the Autoglym stand were presented to a high standard and deserved a prize. Lionel Rosser was just one of the unlucky finalists with his superb 1968 MGB GT. Good to see the SHVR represented, well done Lionel and better luck next year.

A very Happy Christmas and a prosperous New Year to all my friends in the

THE SWANSEA HISTORIC VEHICLE REGISTER

IRISH MEDICAL DICTIONARY

ARTERY	THE STUDY OF PAINTING
BACTERIA	BACK DOOR OF A CAFETERIA
BIARIUM	WHAT DOCTORS DO WHEN PATIENT DIES
BOWEL	A LETTER LIKE A.E.I.O.U.
CAESAREAN SECTION	A NEIGHBOURHOOD IN ROME
C.A.T. SCAN	SEARCHING FOR A LOST CAT
CAUTERISE	MAKE EYE CONTACT WITH A WOMAN
COMA	A PUNCTUATION MARK
D&C	WHERE WASHINGTON IS
DILATE	LIVE LONGER
ENEMA	NOT A FRIEND
FESTER	QUICKER
FIBULA	A LITTLE LIE
GENITAL	NOT A JEW
HANGNAIL	COAT HOOK
IMPOTENT	DISTINGUISHED, WELL KNOWN
LABOUR PAIN	GETTING HURT AT WORK
MEDICAL STAFF	DOCTORS CANE
MORBID	A HIGHER OFFER
NITRATES	CHEAPER THAN DAY RATES
NODE	WAS AWARE OF
OUT PATIENT	A PERSON WHO HAS FAINTED
P.A.P. SMEAR	A FATHERHOOD TEST
PELVIS	FATHER OF ELVIS
RECOVERY ROOM	A PLACE TO DO UPHOLSTERY
RECTUM	TOOK APART VIOLENTLY
SECRETION	HIDING SOMETHING
SEIZURE	ROMAN EMPEROR
TABLET	A SMALL TABLE
TERMINAL ILLNESS	GETTING SICK AT AN AIRPORT
TUMOUR	MORE THAN ONE
URINE	OPPOSITE OF YOUR OUT
VARICOSE	NEAR BY
VEIN	CONCEITED



MILFORD HAVEN TO KILKENNEY SEPT 96

Decisions, decisions, should we take the Jag or the MGC. Could the Jag cope with the Irish bumps and we were bound to be driving at night. The headlamps had yet to be fixed back in September. The decision was made to take the MGC again since this was the trusty solution with least risk. Friday morning saw us thundering down the A40 in order to get to Milford Haven for the parting ceremony with the Mayor. No matter how much planning you do, the journey to Milford from Llandovery always takes longer than you think. We got there in time to form the precession outside the town hall. Many of the Monte Carlo faces were there plus a few new faces.

A few circuits round the town with horns blaring and we were on our way to Fishguard, to catch the Ferry. The weather for the weekend seemed doubtful, another reason for not taking the Jag, however, so far we had hit a patch of sunshine and it had followed us all the way to the ferry. The four hour crossing to Rosslare was accompanied by numerous readings from an Irish Joke book, much to the annoyance of other passengers who for some reason or other were trying to sleep. It was late afternoon when we arrived in Rosslare ready for the run to Kilkenny.

On leaving the ferry we reformed into a small convoy and set off into the twilight. One mistake later and we were trapped behind the Model A Ford on a very dubious B road, which would have been very picturesque with good scenic views had it been daylight. After what seemed ages behind the Ford at between 20 and 30 MPH we managed to overtake at full throttle which saw the MGC briefly clipping the ton. We arrived at the Hotel in Kilkenny with about 10 minutes to spare before the restaurant shut, so we didn't change for dinner. A plentiful dinner was followed by numerous drinks in the bar.



Saturday's Lunchtime Halt

Saturday started with a large breakfast. It's always interesting to see the hangovers and the mixture of them that are good in the morning and them that are not. We filled up with petrol and set off to Kilkenny Castle which would be the start of the run. A good collection of local cars had assembled with participants coming from up to 60 miles away for the days events. There aren't many classic cars based in Kilkenny itself. The run took us in convoy around the town and then took in some local tourist type attractions en route. We went through a tremendous private estate which Sue would have put a bid in for, had we won the lottery that weekend.

Lunch was in a small cafe in a place whose name was unpronounceable. Plenty of ice-creams and we were off along the country lanes. I had to pull up quick for a parked car only to see an Irish Model A Ford heading for the back end of the MGC. The white faced driver swerved at the last minute and apologised later for the fact that he had hit the accelerator and not the brake. I learnt something new, since I did not know that the model A Ford had the brake and accelerator pedals transposed. This, however, was not my ideal way of finding out. We made it back to the hotel having journeyed through some tremendous countryside. Enough time to rest and eat dinner, before we set off for the evenings entertainment in the town.

In order to avoid the drink drive laws we ordered a taxi. It had all the hallmarks of a taxi when it arrived, however as soon as the handbrake was released it turned into a rally car. The driver totally ignored any of the speed limits in the town and on average probably needs a new set of tyres every 8000 miles. Perhaps this was a cunning plot to find his way back, using rubber marks on the road, a ball of wool would have done quite nicely. Dinner was now well and truly shaken and stirred. Nerves were eased by the entertainment and numerous whiskies in readiness for the later rally back to the hotel. We weren't disappointed. "Oh" said the taxi driver, "are you one of



Outside Kilkenny Castle

the classic car owners". "Yes" we replied. "I've got some horns at home" he said "would you be interested if I bring them up in the morning". "Yes" we said thinking no more of it, since sleep was called for. However, there was no respite, we gate crashed a local wedding in the main reception room and were forced to participate in some of that dancing stuff until about three in the morning.

Sunday morning was car cleaning time at which point the taxi driver from last night pulled up. He had two horns identical to those on the front of the Jag and what's more would not take more than a tenner for the two. No wonder we hadn't won the lottery this was our luck quota for the weekend, or possibly the whole month. We thanked him and set off in convoy for the static display, which had been organised in Kilkenny Castle Grounds. This was a leisurely affair with lunch accompanied by a Jazz Band. One thing that amazed me was the Irish view of classic cars. If left unlocked the whole family would be sat in the car trying the steering wheel and pressing switches etc. This is not a phenomena I was used too having attended many shows in South Wales so unfortunately the car was left looked. We shared dinner in the restaurant with the local hurling club. I have never been served so quickly in a restaurant in my life. The tummy was suffering, I'm sure the staff were paid piece work on the amount of potato shifted per hour. A quick waddle was followed by a casual evening with entertainment in the bar.

We had a very early start on Monday morning in order to make the ferry at Rosslare. The MGC roared into life and we were first away in front of the convoy. I was not going to be trapped again behind the slower cars. The drive to Rosslare was great fun with very little traffic and open roads albeit a bit bumpy. Once in overdrive we were gone, with the convoy left behind. It was a windy trip back on the ferry, but not bumpy. Standing on the upper deck in the open was a significant feat. We arrived home duty frees in hand. It had been sunny all weekend, we had been lucky. A great weekend and more new friends. A repeat is planned for next year.

Steve M.





New members Jeff & Sian Edwards with their Rover P5



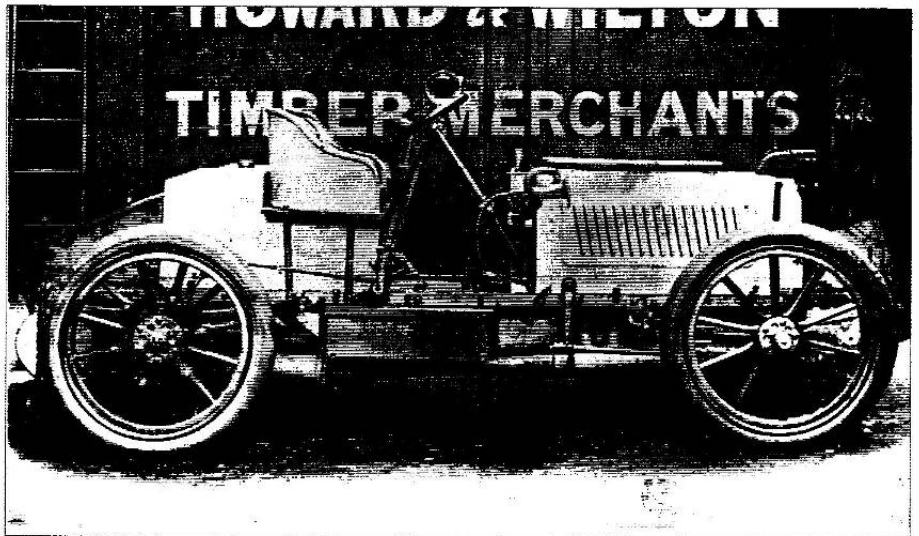
You Know the rules Mike ! We have to fit the plaque somewhere, any preferences ?



THE FIRST TO WEAR

Although it is common these days to associate British Racing Green paintwork with the Bentleys and Jaguars which have represented Britain at Le Mans and elsewhere, the first car to wear the green for Britain was made neither in Cricklewood nor in Coventry. 'Napier Green' still features in paint manufacturers' catalogues, but for the beginning of the story one has to look back to the year 1808, in which year D Napier and Sons Ltd were founded in Vine Street, Lambeth by David Napier. The company was to specialise in printing presses for the production of treasury banknotes, balances and other precision machinery used in weapon manufacture and similar products requiring close tolerances. At the time the company commenced business, Isambard Kingdom Brunel was but two years old, Napoleon III had just been born and the slave trade had been abolished for just one year.

In 1866 the business was handed over to James Murdoch Napier, but when his father died in 1873 the business went into rapid decline. He himself died in 1895, leaving a mouldering ruin full of rusting machines and a business virtually at a standstill to his youngest son Montague Stanley Napier. Montague was energetic, an enthusiastic racing cyclist and a member of the



The 1902 Napier D50 Gordon Bennett racing car as it looked at the time of its first important victory.

Bath Road Club, and of an inventive turn of mind. When in the 1890s the motorcar began to attract attention, he turned his skills to the manufacture of engines for this new mode of transport and was probably influenced in this by his friendship with fellow racing cyclist Selwyn Francis Edge, a member of the same cycling club.

One of the first Napier engines was produced as a replacement for Edge's 1896 Paris-Marseilles type racing Panhard car and by 1900 a complete Napier car was on the road and entered in the Automobile Club of Great Britain and Ireland (later the RAC) 1,000 Mile Trial. An 8hp twin, it was driven for its owner, Edward Kennard, by Edge and won a bronze medal.

When the Gordon Bennett series of races was inaugurated in 1899 by expatriate proprietor of the New York Herald, James Gordon Bennett, they were poorly supported, but Napier entered a 16 hp type for the 1900 event. It was plagued by ignition and cooling problems and the following year the Napier entry was disqualified for using

foreign tyres.

For the 1902 Gordon Bennett event, however, the Napier company produced a slimmer, trimmer beast which, at 6.4 litres, was small for a racing car of the period and, unusually, relied on shaft final drive rather than side chains. The race this year was incorporated in the Paris-Vienna race (which, indeed, had also been the case in 1901 when the event was combined with the Paris - Bordeaux marathon) and once again, Edge was the driver. Despite gearbox problems which kept the mechanics working through the night on the eve of the race Edge, driving the green Napier, - the first British-built racing car to win an international race of repute for Britain - brought home the honours at an average of 31.8 mph.

The car was then returned to the Lambeth factory, and modified for road use by Edge, who had secured the sole selling rights to Napier cars. The large petrol tank was removed, replaced by a smaller one and a luggage locker fitted, and the car was then sold to Arthur Brown, Esquire, of Luton. He later traded it back to Edge in part-exchange for another Napier, and the car was then acquired by the Marquis of Anglesey. The Marquis had a full stable of cars, all of which were looked after by H M Bater, and when during a period of financial stringency money was short, the Marquis gave Bater the car in lieu of moneys owed. Bater later departed to the USA and took the car with him.

He still had it in 1911, albeit by then it had been substantially modified. The old large and rather ugly racing radiator had been replaced by a brass honeycomb pattern type, American-style mudguards were fitted, the old wooden chassis frame had been replaced by a



All that remained of the car when Johnnie Thomas commenced his marathon search for parts for the eventual rebuild.

THE GREEN

steel one, a gate change gearbox was fitted and the steering column and wheel had been changed and more steeply raked. Subsequently the car was displayed for some years in Bater's Regent Garage in both Boston and Manchester, Massachusetts.

Some time later the car was scrapped, all the later modifications being discarded, but the original engine, axles, steering gear etc were saved and acquired by A Wentworth Erickson Snr of Swampscott, Massachusetts, who also owned a 1906 60 hp Napier. Around 1950 the parts were acquired by another Napier enthusiast, George Waterman of Providence, Rhode Island. When his collection was finally dispersed, the 1902 Gordon Bennett Napier parts were scattered with other Napier parts in several sheds.

George Wingard of Oregon bought one shed-full, including the engine, and thought he had bought the whole car. Another shed was acquired by the late Ben Moser, and he finished up with the springs, steering wheel, steering column and steering box, and the gearbox from the 1910 Bater rebuild. Further dispersals of the parts, including attempted acquisition by the famous Harrah Collection of Reno, Nevada, confused the issue further, some of the parts finishing up in Arkansas, including

the synchronised ignition system.

A British collector then purchased these parts and gradually began tracking down all the other widely dispersed components, but failed to obtain the engine valve caps, carburettor and spring hangers. Eventually all these were acquired apart from the carburettor. There were no wheels, chassis frame or correct gearbox, and when the components were laid out, the rebuilding of the car looked to be a hopeless task. At that stage, as they say, that might have been that.

It was then that the well-known Carmarthen-based enthusiast, Johnnie Thomas, came on the scene. With encouragement from the Veteran Car Club of Great Britain's Dating Committee he purchased the remains, managed to track down the original carburettor in America, fabricated a new ash chassis frame to the original pattern and together with Keith Hill began the uphill task of restoration. Drawings from the factory held by the

Science Museum, and co-operation with a Canadian Napier owner resulted in the manufacture of a replica gearbox of the original pattern, a new crankshaft was made in the West Midlands, a

new radiator and bonnet were fabricated to the original specification as shown in works photos from the Science Museum, and new wheels were built.

The aim was to have the car ready and running in time for the November 1992 London-Brighton Run, and that aim was achieved. After only eight hours testing on local roads in Wales, the car was taken to London and enjoyed a trouble-free run to Brighton with Johnnie Thomas at the wheel. Not only this, however. It was also the first official finisher over the line at Brighton, with no penalties for exceeding the permitted maximum speed. It was a fitting debut for a reborn car which started life by winning a major event for Britain and lived up totally to its reputation as 'the first to wear the green'.

Tyre Tracks


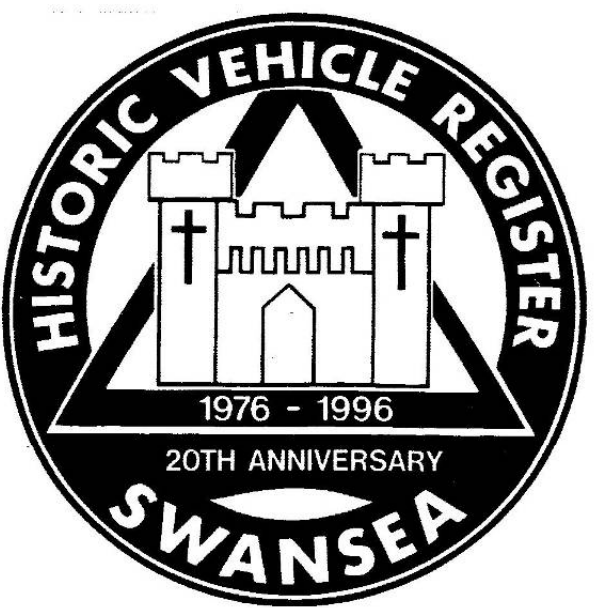
with **Michael Worthington-Williams**

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.

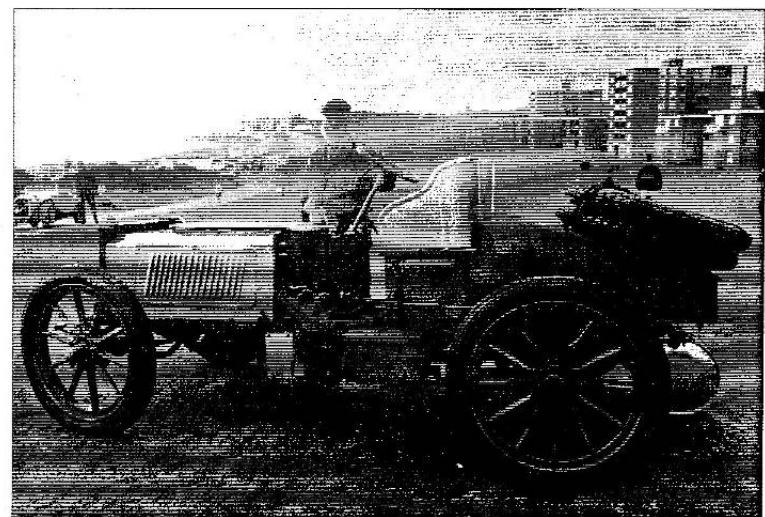
Michael is a member of the Chartered Institute of Journalists and the Society of Automotive Historians (for whom he chairs the United Kingdom chapter).

He is the author and co-author of several books on automotive subjects and a contributor to The Complete Encyclopaedia 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 Angus-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.

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.



Johnnie Thomas with the recreated Napier at a commemoration ceremony for the Bexhill speed trials in Sussex. Compare the car with the 1902 photo.



SHVR EVENTS FOR 1997

Here we all are, suffering from cold, rain, snow and winds and yet I find myself thinking about next year. The joys of motoring with the hood down, lazy sunny days, a good laugh and a few beers in the pub after the shows. Have I wetted your appetite yet? Well here goes :-

Some initial thought has been put into the SHVR programme for 1997 with the intention of improving on 1996. With this in mind the objective will be to hold at least one major SHVR event each month of the summer starting with Singleton Park on May Bank Holiday. It is obviously very early on to be identifying the precise detail of events, and hence this is just an initial outline for 1997. We will be publishing our matrix of known events in the newsletter from January onwards.

MAY 1997

SINGLETON PARK MAY BANK HOLIDAY

We are looking to improve on last year but appreciate that this may be difficult. The biggest plus last year was the weather and as CAIO FAIR TWO RIVERS RUN taught us, you can do all the preparation in the world but at the end of the day you are still at the whim of the elements.

IRISH RUN TO KINSALE

For many years now SHVR has been visiting Kinsale as an annual pilgrimage. The weekends events have started to get somewhat predictable so it is obviously time to do something different. The proposal this year is that we turn the visit into a week long tour starting from Rosslare and driving west to finish up in Kinsale for the weekends events. The intention will be to see some of the scenery and heritage that Southern Ireland has to offer prior to the socialising in Kinsale.

JUNE 1997

CARMARTHEN MOTOR SHOW

Last year's Carmarthen Motor Show suffered a little from the weather. It is intended that SHVR take a more positive role with this year's motor show and organise a classic car run on the Saturday and a static display on the Sunday. Hopefully we can persuade the organisers to provide an Autojumble in the Showground buildings.



JULY 1997

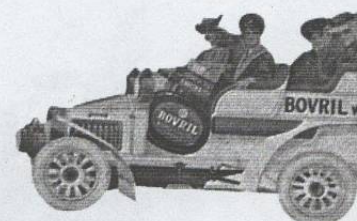
We are seriously considering an SHVR Tour Of Scotland. The mileage for the run will be in the order of 1900 miles, with up to 250 miles on some days. The objective will be to get the cars out onto the open roads of Scotland, too enjoy the scenery and driving. The distances involved are significant however, having been to Monte Carlo and back they are not too significant. I still haven't seen the Northern Lights, I live in hope. The provisional itinerary is as follows :-

Friday :-	Swansea To Preston (249 miles).
Saturday :-	Preston To Loch Lomond (219 miles).
Sunday :-	Loch Lomond To Kyle Of Lochalsh, Stopping off at Fort William (Ben Nevis) (151 miles).
Monday :-	Day off, possible rail trip to Inverness.
Tuesday :-	Tour Of Isle Of Skye (90 miles).
Wednesday :-	Kyle Of Lochalsh To Thurso (175 miles).
Thursday :-	Thurso To Inverness (Loch Ness) (116 miles).
Friday :-	Inverness To Aberdeen (109 miles).
Saturday :-	Aberdeen to Edinburgh (Edinburgh Castle) (130 miles).
Sunday :-	Edinburgh to Preston (191 miles).
Monday :-	Preston to Swansea (249 Miles).

AUGUST 1997

ANNIVERSARY WEEKEND

The anniversary weekend held this year with the CAIO Run and the ABERTAWE Tour will be repeated over August bank holiday 1997. However due to the disappointment of the CAIO show itself, it is proposed on the Saturday that we visit Dan-Y-Ogaf Caves, or perhaps the Goldmines at CAIO. The Sunday will be a repeat of the Abertwe Tour finishing at the Mountain Gate in Tycroes.



SEPTEMBER 1997

IRISH WEEKEND

We will be working on some new ideas for next year's Irish visit. The overall formula will follow

S. H. V. R.

that of this year with a run on the Saturday, a Dinner Dance on the Saturday Night and a mixture of events on the Sunday. Mike P and myself recently visited the Gower Heritage Centre which would appear to provide good scope for a weekend of activities, (depends what sort of deal we can get)

OCTOBER 1997

We will be organising another weekend visit to Malvern show which hopefully will be a larger version of the pilot run this year. The weekend's events included a run on the Saturday. An overnight stay in Malvern and a trip to the show on the Sunday.

MONTHLY GATHERINGS

We need to build on the mini gatherings started by Mike P this year to include more diverse activities. Hence we are currently investigating the possibility of at least two weekend barbecues during the summer (we have one location already agreed).



S. H. V. R.



SHVR CLUB NIGHTS

Anyone new to SHVR would immediately say that club nights are somewhat disorganised. This however is one of the main strengths of the club and probably why it has lasted so long. Club nights are a social gathering and not an organised meeting. The objective of club nights is for the committee to inform the members of what is happening and provide a forum for anyone to mention points of interest. It is not a formal meeting and should never be so. The organising of events and the club business carries on in the background since this is not of particular interest to the members. This is why the members appoint a committee, to do the work, organise events and represent the club.

However, for 1997 we need to give some thought as to whether we try and add some additional interest for club nights in the form of talks, films and quizzes. The important thing is that club nights should be good fun. Perhaps we should appoint a club night organiser on the committee. Whatever happens the club night formula of a good fun informal evening should be maintained and improved on.

M.P.

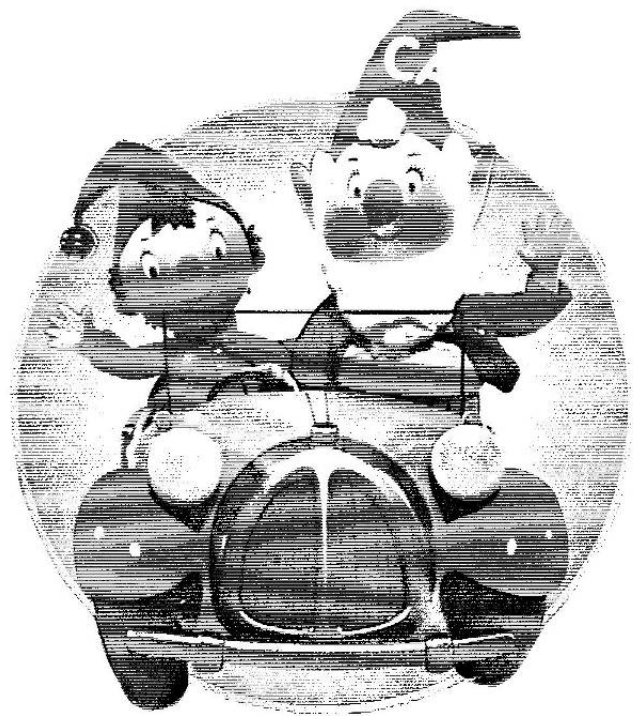
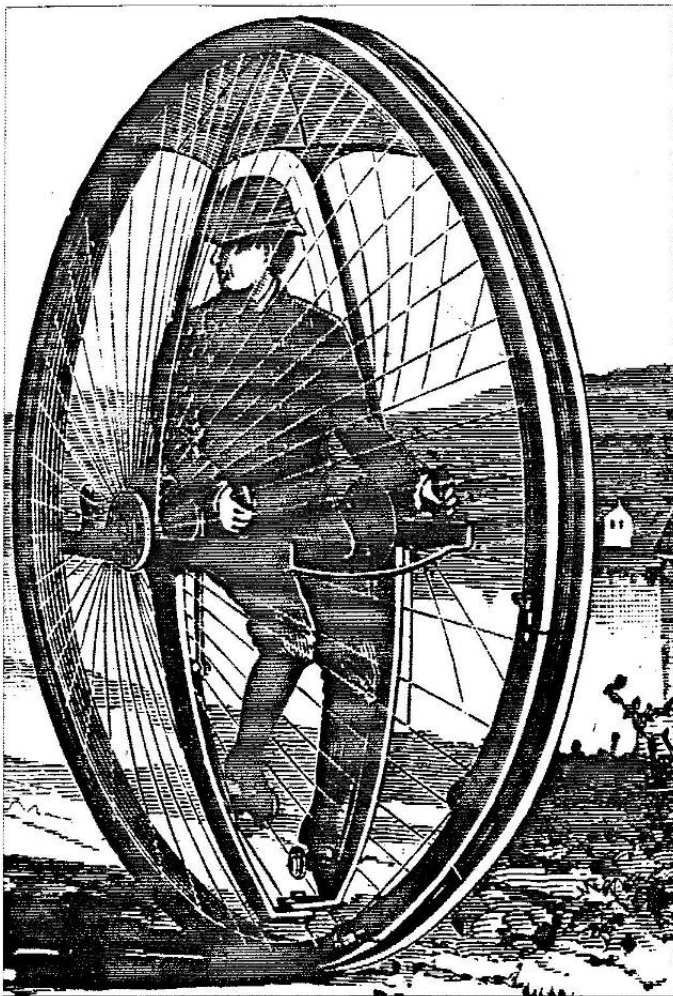


☺☺ S.H.V.R. NEW MEMBERS ☺☺

Only one new member this month which probably isn't bad bearing in mind the time of year.

Welcome to Alan East who lives near Carmarthen. Alan has been a noticeable participant at many events this year with his open four seater Alvis.

On behalf of the committee and the club members I would like to welcome Alan to the club.



Above: How did you get in? Or stop the contraption falling over while you did so? The ad doesn't say, but it apparently sold, even at twenty guineas.

Right: 'Road skating' was all the rage a hundred years ago, and of course was assumed to encourage libidinous behaviour. Those ankles ...





CHRISTMAS PRESENTS

Johnny Thomas has some ideal christmas presents for the discerning classic, vintage and veteran car owner. These take the form of special edition ties produced to celebrate the 100 years of motoring London To Brighton Run. The ties are in blue or maroon and are available at a cost of £8.50 each .

Phone 01267 290215 and/or bring some money to the next club meet.



For Sale :-



1967 Triumph Herald Convertible. Needs some bodywork attention to make perfect (don't we all). MOT for 12 months. £1200 or near offer.

Phone Chris Thomas on 01267 290292.

W reg Mini 1000. 6 months tax and nine months MOT. £300 or near offer.

Phone Chris Thomas on 01267 290292.



Neville & Pauline Hughes with their Triumph TR6

THE PENDINE RECORD

2: The Bob Berry

The days are long-gone when individuals, operating on a shoe-string, could mount an attempt on world speed records, but in Britain at any rate, record-attempting had always been something of a lone-wolf activity, for the simple reason that the number of people willing to put up the necessary sponsorship money was very small.

This did not prevent some worthy attempts, however, and these included Eric Fernihough, who was killed in Hungary in 1938 when his streamlined Brough Superior motorcycle was blown off the road during one attempt. Noel Pope was another, who crashed heavily on Bonneville Flats in the USA on a supercharged Brough Superior motorcycle. He had set the ultimate lap record at Brooklands track in Surrey at 124.5 mph, just before the war.

A man in the same mould was Mancunian Bob Berry who, before the war, had owned two modest but successful businesses there - a tyre shop and a garage. Sadly, the first stick of bombs to drop on Manchester demolished the tyre shop, and not long afterwards a land mine put paid to the garage. At that time the motorcycle speed record stood at 173.67 mph and was held by German Ernst Henne's

BMW. Bob determined that he would take the record "off the blokes wot ruined my businesses".

Having competed against one another at sprint meetings, Berry and Pope had become friends and agreed to pool their knowledge and meagre resources in an attempt to recover the record for Britain. Pope did at least get to America, even if his attempt did end in failure, but for his attempt Bob Berry acquired an un-streamlined Brough Superior on which he intended to lie almost horizontal in order to minimise wind resistance. He was given assistance by engine makers JAP of Tottenham, and from George Brough, and Ike Webb, who had been Brough's chief pre-war frame builder, assisted with a specially designed frame. Dunlop, too, provided special tyres built with eight-ply silk cord walls and carrying only one eighth of an inch smooth tread rubber.

Bob took this machine to Pendine Sands in May 1949 to see how it would perform. Gearing was a high 3 to 1, but unfortunately the machine was dogged with lubrication problems lead-

ing to bearing failure and the attempt was terminated. He had always wanted to beat the existing 174 mph record with a non-supercharged machine, and by raising the compression on his JAP Vee-twin engine, hoped to lift the power output to 90 brake horse-power. He had already approached the Mayor of Ostend with a view to using the Jabbecke highway for his next attempt.

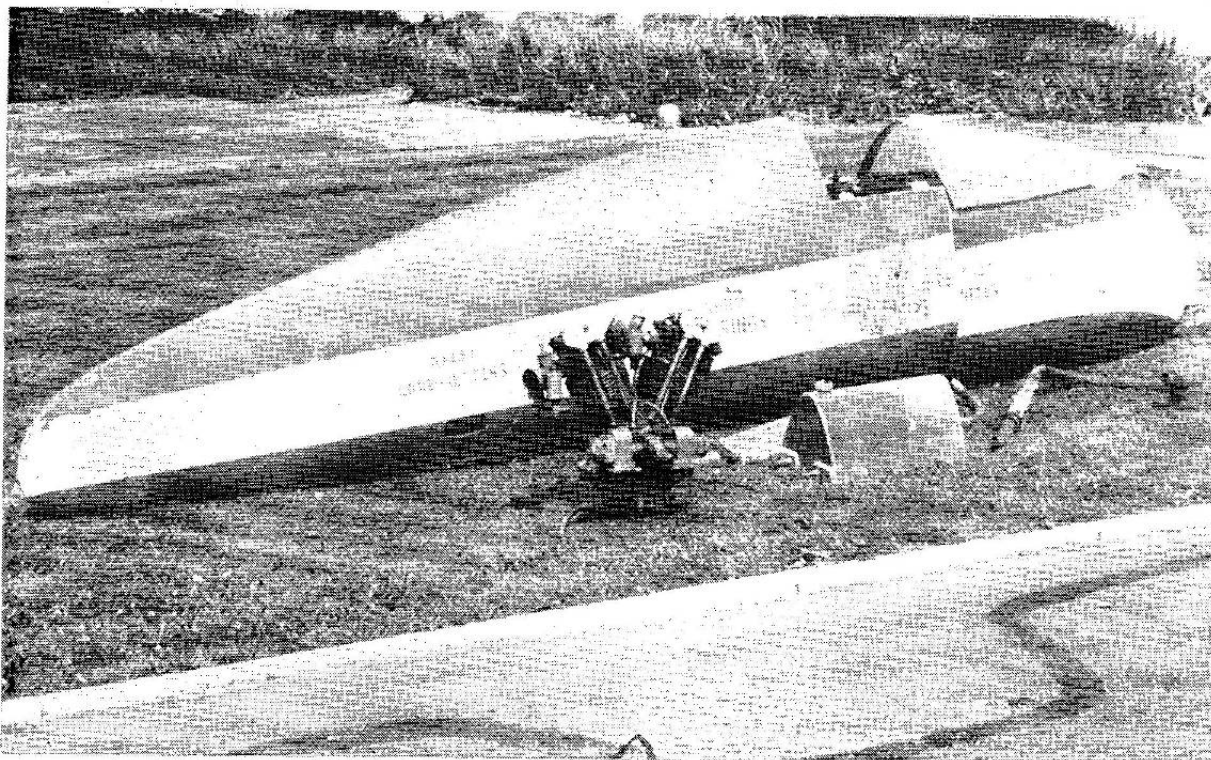
This involved the same Brough Superior machine albeit fitted with a light alloy casing. This dropped over the machine, but also accommodated the rider on the outside, a peculiar arrangement which necessitated slots cut away at the sides to accommodate the rider's legs. In August 1950 a return to Pendine was made, but this almost ended in disaster. At high speed the machine with its unorthodox fairing became unstable. It went into a half-mile skid, throwing off its intrepid rider, and Berry finished the day in Carmarthen Hospital. Fortunately the only damage was a broken collar bone.

Back in Manchester he then started work on a completely different kind of

machine based on the 1930 OEC Temple record breaker which had been built for Joe Wright in that year.

Wright did take the record, at Carrigrohane Straight in Cork, Eire, at 150.74 mph and the OEC Temple machine was later exhibited at the Olympia Show with a placard recording this event.

Only later did it emerge that on the first attempt the OEC had sheared a driving sprocket key, and the actual attempt was carried out on Wright's reserve machine, a Zenith. There were red faces at OEC when the truth was revealed!



The all-enveloping streamlining of the Bob Berry Special record-breaking motorcycle as found at Tegryn.

BREAKERS

Special

The OEC-Temple later passed to Granville Grenfell, the ace Brooklands tuner, who rebuilt it with an in-line Austin Seven engine for Freddie Clarke to ride at Brooklands, but that came to nought. When Bob Berry acquired it, the OEC was once again powered by a JAP Vee-twin engine. This was replaced by a new JAP engine with light alloy barrels and cylinder heads, hairpin exposed valve springs and racing magnetos, and Reynolds Tube Company rebuilt the frame.

Berry had designed and built a massive cigar-shaped glass fibre fairing which totally enclosed both bike and rider, but meanwhile another German, Wilhelm Herz, broke the record once again in an NSU, and the target figure rose to 211 mph. Undaunted, Berry pressed on, although his back-street garage business found it difficult to raise the £4,000 needed for the project.

In August 1959 the machine was ready for another attempt, and some publicity was gained by a television appearance at Granada TV's studio in Manchester.

Despite staying in Wales for five weeks, however, sand and wind conditions remained unfavourable, and only three occasions were found on which the bike could be tried.

Valuable information was gained, however, on the need to strengthen the screen and fit a detachable hood. In October 1960 the team returned again, this time with sponsorship from ICI Paint, Dunlop, Ferodo and Lucas, to name just a few. The engine was now producing 104 brake horsepower at 6,800 rpm, and on

one run 186 mph was achieved in third gear and claimed as a British National Record. As Berry decelerated, however, the cockpit filled with ether and methanol fumes from the fuel and Berry was lucky to bring the machine to a halt without incident, albeit blinded and choking. Adjustments were made!

It was decided that a trip to Utah Salt Flats in the USA would now be justified, and Bob exhibited the machine outside the paddock at Oulton Park circuit, charging 2/6d admission in the hope of raising enough money for the trans-Atlantic trip. Sadly it was not to be. Bob Berry retired to a small remote cottage at Tegryn, and his garage with its fascia board proclaiming 'Britain's Fastest Motor Cyclist' was demolished for redevelopment. Bob shared the cottage with his half sister Peggy Carodus, but suffered an embolism of the stomach in November 1970 and died in Carmarthen Hospital at the age of 62.

Tyre Tracks

with

Michael Worthington-Williams

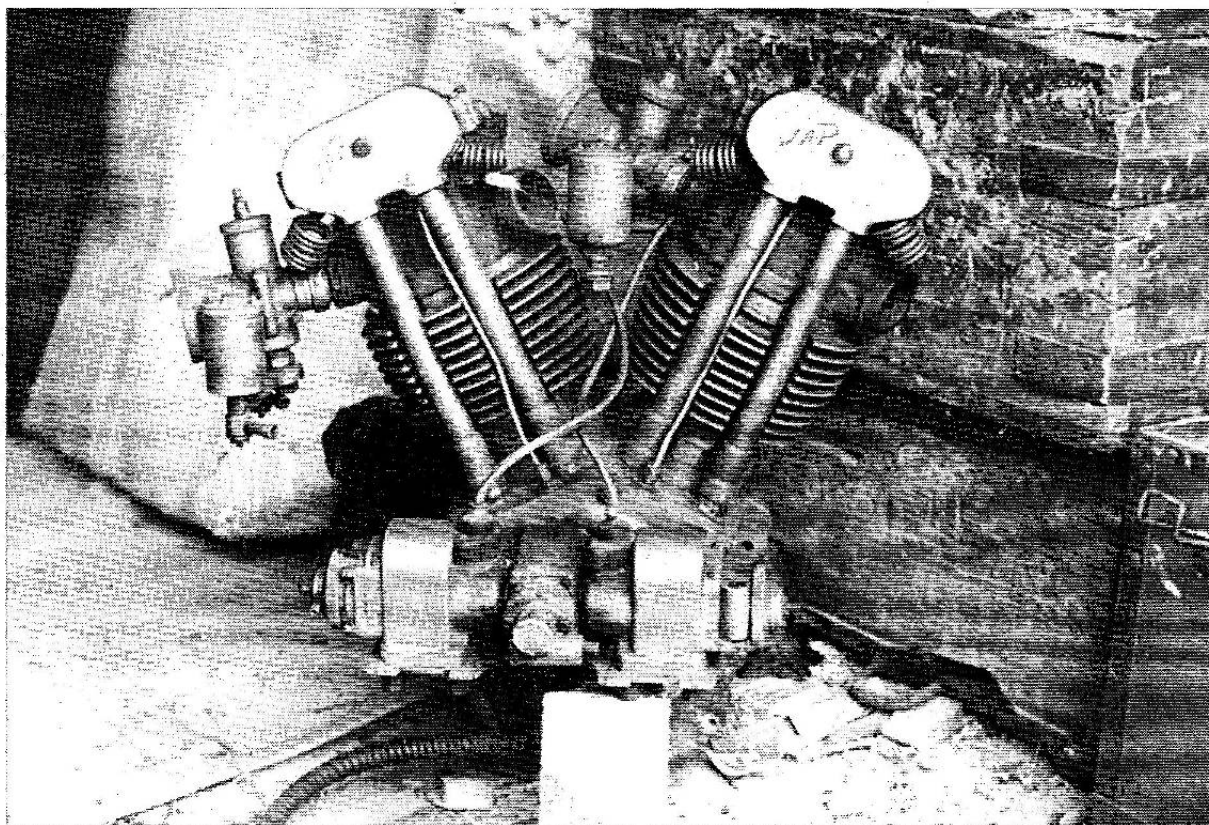
Michael Worthington-Williams is currently editor of Classic Car Mart, and feature writer for The Automobile and Old Bike Mart. He is a former advisor to Sotheby's vintage vehicle department, and currently performs the same function for Brooks, the international collectors' vehicle auctioneers.

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 Angus-Sanderson tourer, a 1926 Stoves 17/70 and a 1953 Austin A40 Somerset, along with two flat tank motorcycles, constitute the rest of his current motor collection.

It was in 1987, following up a tip from Dr Mack Brown of Boncath, that I discovered the remains of the record-breaking bike in a pig sty at the Tegryn cottage, and it was later sold by Sotheby's, appropriately at Brooklands. It is now being rebuilt to its original specification.



A close-up of the JAP Vee-twin engine which propelled the bike at 186 mph at Pendine. Note the exposed valve springs and twin racing magnetos.

BOOKS FOR SALE.

Spotted by Ray Legate.

AUSTIN TWELVE The Austin Twelve. List of Spare Parts. Publication 574G. Longbridge, Birmingham. Austin Motor Co. 1930. Illus. Green card covers. £5

AUSTIN TWELVE-SIX Austin Twelve-Six. List of Spare Parts. Publication 807b. Longbridge, Birmingham. Austin Motor Co. 1931. Light blue card covers. £5

AUSTIN TWENTY The Austin Twenty Six Cylinder. List of Spare Parts for all Austin Twenty Six-Cylinder Chassis numbered from 3000. Publication 614D. Longbridge, Birmingham. Austin Motor Co. 1931. Illus. Light blue card covers. £5

FORD ANGLIA The Book of the Ford "Anglia" (8 hp) by Ellison Hawks. Gregg Publ. Co. 1949. Reprint. Illus. Light brown cloth. Dw. £4

FORD Ford Repair Charges "Popular" and "De Luxe" Models. London & Dagenham. Ford Motor Company. 1935. Orange paper covers a little grubby. £2

LAMBRETТА The Lambretta Serviceman's Book. Third edition. Models Li TV Series II, LD150 Slimline and 200. Written and compiled by D B Palmer. Croydon. Lambretta Concessionaires Ltd. nd [c 1962?]. Illus. Light blue cloth. Dw rather grubby and torn. £4

MANTELL, L A Manual of Motor Mechanics and High-Efficiency Tuning. The Functional Working of the Petrol Engine. 4th ed. Temple press. 1919. Illus. Light brown cloth illus balck and orange. £6

MOTOR MANUAL The Motor Manual. Compiled and Illustrated by the Staff of "The Motor". Ninetenth edition. Temple Press. 1916. £5

VAUXHALL VELOX and CRESTA The Cassell Book of the Vauxhall Velox and Cresta Series E (1951-7) by Ellison Hawks. Cassell. 1964. Illus. Grey cloth. Dw. £3.50

WOLSELEY 12/32 Four Cylinder Car. Instruction Manual. Birmingham. Wolseley Motors (1927) Ltd. First edition. Illus. Brown cloth gilt. £10

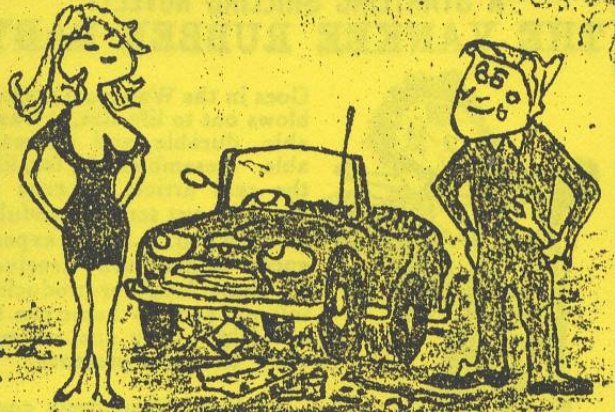
WOLSELEY 14 Instruction Manual for the Wolseley New "Fourteen". Birmingham. Wolseley Motors Ltd. nd. Illus. Loose wiring diag. in back cover pocket. Cream card covers a little grubby. £6

+ + + + +

I saw the above books for sale at a bookshop in Llangammarch Wells, and thought some members may be interested in one or more of them. Please mention the Swansea Historic Vehicle Register if you telephone or call :-

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- Grease Her NIPPLES well.
- When Running Her in... break Her in GENTLY!
- Her CLUTCH should not be too 'Hairy'.
- Wax Her BODY all over.
- If you should strike Her REAR END - say 'Sorry'.
- Check Her 'Load Bearing' capacity... too much weight can impede her PERFORMANCE!
- If She loses Her SPARK, she may be suffering from high TENSION troubles.
- Never take Her too fast up the 'Straight'... warm Her up GENTLY first!
- Keep Fingertip Control at all times.
- Her 'BIG ENDS' should be kept Well Oiled!
- Don't leave Your TOOL hanging about.
- Give Her a Re-bore when necessary... and a good Grind-In!
- If She sags when Climbing give Her a Boost... and see if She's got any GOOD POINTS!
- Check Her BODY for Blemishes - and Touch Her Up where necessary.

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IF YOU CAN'T GET IT IN FIRST...
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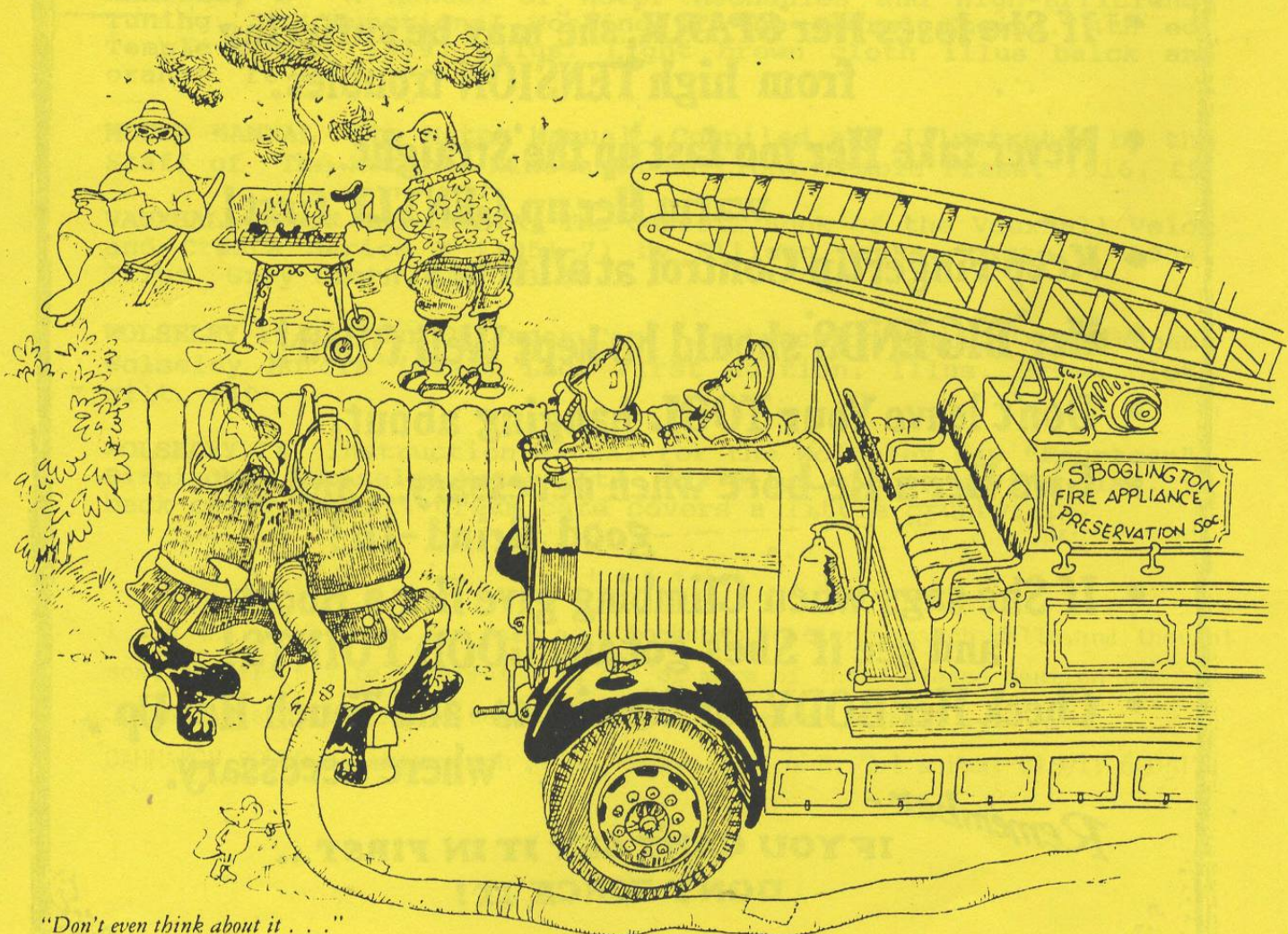
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