

SWANSEA HISTORIC VEHICLE REGISTER

NEWSLETTER JUNE 1996

CHAIRMAN'S BIT

Singleton show 1996 was an unmitigated success. Stories about our Club's show success have come to me from all over South and West Wales. To those that helped on the day I say thank you very much and to those members unable to help there's always next year.

By now we should all be getting over the Kinsale bash. This run, though enjoyable, was felt by some to be too long and very tiring. I have spoken with some of the Irish crew and our comments have been taken on board for next year.

Talking of next year, how would members like to do it a little differently? We could drive down to Pembroke, cross to Rosslare, then motor perhaps as far as Waterford or stay just outside Rosslare. We can then do the Waterford Crystal works on the way down to Kinsale. We could also call in at the Middleton brewery arriving, hopefully, at Kinsale on the Thursday evening.

We could return on the Swansea-Cork ferry, having five or six days away. This is just a thought, it is down to you to tell me what you would like to do. If there is enough interest, I will formulate a more accurate plan and cost it.

The Club banner was at Abergavenny Steam Show. A certain gentleman - I use the term loosely - was seen spreading the good word re Caio etc.

The Mallow trip is progressing slowly, any slower and it will be on stop! Alan & Chris Broughton have set it all up, now all we need is people to go. Please contact Alan & Chris **NOW** with the money. There are a few already booked but where are the regulars?

EQUIPMENT

Please, for the umpteenth time of asking, where is the 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.

Lastly, to those who collaborated with my wife, Holly, to prepare the surprise for my birthday, I would like to say "Thank you" and I hope that I can do the same for them, one day.

IVOR

LANGROVE

The Langrove re-opens next Friday, with the introduction of a 60s night.

The centre piece of the new bar is an MGB GT???? Yes!!!! In the middle of the pub.

SHVR has been invited to the opening, so why not turn up in an old car.

AMMANFORD CARNIVAL

Last Saturday about 25 cars tuned out for a static display in Bettws Park. A gloriously hot day, plenty of entertainment and Mark Hamer from the Pontarddulais Club presented us all with a brass plaque for our support.

Well done, Mark, very well organised.

How did the otters manage to travel at 50mph on the motorway?

By travelling in an otter-mobile. Ha,Ha!

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

SMALL ADS

Wanted, Motor Club badges. Mike Palmer wishes to purchase any motor club badges you wish to dispose of, in particular, Swansea Motor Club and Tawe Districts Motor Club.

Wanted - Mike Evans would like to acquire a Welsh Automobile & Aero Club badge also a Welsh Motor Racing Club badge and badges of any other Welsh clubs.

MOTORING NONSENSE

The Jaguar came hurtling down the narrow, winding country lane, narrowly avoiding an elderly lady in an old car.

"Pig!" shouted the old lady as the Jaguar driver scraped past her car.

"Bitch!" shouted back the Jaguar driver as drove on around the corner - and hit a pig in the middle of the road!

CONTRIBUTIONS

Contributions to this Newsletter have all but dried up. Please let me have a few words on shows you have attended, the history of your vehicle or anything of general interest. Ideally I would like to build up a "stock" of articles, to fit in between the news items.

Closing date is the Monday before the Club meeting. We reserve the right to amend as necessary and publish when space is available.

MJE

BEAULIEU 1996

The forms have arrived, the cheque has been sent and we are all waiting for the pleasure of Lord Montagu in the hope that we get a favourable response.

We have asked for our usual three stalls but we will only be able to get a maximum of eight stall holders tickets as they have restricted the number of tickets per stall. This year, the cost of tickets for the weekend will be £40.

Would those members who are interested in going for the weekend please let me have a £10 deposit. Cheques should be made payable to "SHVR" and should we be overbooked, places will be allocated on a first paid, first served basis.

We hope to have our customary van going down so it would also be helpful if people with items to for sale on the stall could contact me in the near future so that we can get some idea of our commitments.

Mike Evans

RETROMOBILE 1997

It is a couple of years since we ran our last trip to Paris to visit Retromobile. If there is sufficient interest in going next year we need to start planning now.

Please let any Committee member know if you wish to go. Perhaps we will have a direct train by then, but at what cost?

A 'clubbable'

Although Wales has never been in the forefront of motor manufacture, its citizens have taken a keen interest in the motor vehicle virtually from its inception, and it is clear that from an early date they had begun to organise themselves.

They do say that if three Englishmen are wrecked on a desert island, the first thing they'll do is form a club! An examination of *The Illustrated Motoring Annual and Motorist's Yearbook* early this century, however, clearly illustrates that, so far as motoring was concerned, the Welsh were just as keen.

One of the earliest Welsh clubs on the scene was the South Wales and Monmouthshire Automobile Club, which was formed in the early part of 1903 and which by 1906 boasted a commodious club house with both club and ladies' rooms, and a motor house for the use of members with two inspection pits. Its President in 1906 was Lord Windsor of St Fagans, near Cardiff, and the commit-

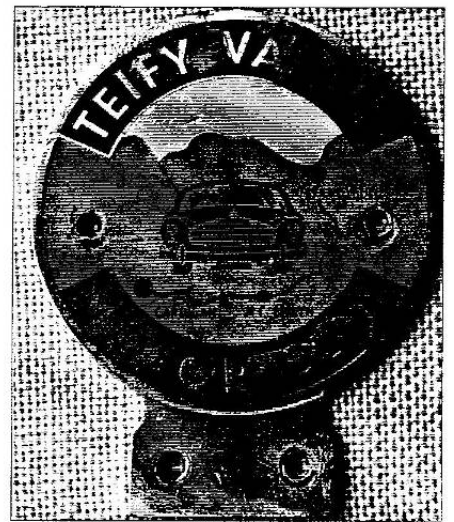
tee included J V Colby JP of Fynone, Boncath, with other members drawn from the whole of South Wales.

The Welsh Automobile Club was formed in the summer of 1904, but by 1912 was calling itself The Welsh Automobile and Aero Club. It seems that one of its members had acquired an aeroplane and the committee thought this was sufficient justification for the change of title! Its headquarters and club rooms were in The Tenby Hotel in Swansea, and it worked hard for the improvement of roads, the removal of dangerous corners and the provision of additional finger (sign) posts. The Club's badge featured the red dragon of Wales, and the Club itself was affiliated both to the Automobile Club of Great Britain and Ireland (later to become the RAC) and the Motor Union (which was later absorbed by the AA). It lasted only until 1913, however, running hillclimbs at Llangennech,

Nantycaws and Llangatock. The AA took over their sign-erecting activities.

The Cardiff Motor Club was formed in the November of 1904, mainly to promote social intercourse between its members, and for the 'furtherance of motoring generally,' and was the first of many clubs - catering for both motor-cycles and cars - which have incorporated 'Cardiff' in the title. They include The Cardiff Motorcycle and Car Club, which was flourishing in the mid-Fifties and at that time affiliated to the Auto-Cycle Union - the motorcyclist's equivalent of the RAC as the sport's governing body.

The Carmarthen Motor Cycle and Light Car Club incorporated the arms of Carmarthen in their original badge, together with a V-twin motorcycle engine and wings, and later changed this to a winged coat of arms - presumably to emphasise a shift from motor-cycles to cars. The Club was certainly affiliated to the Auto-Cycle



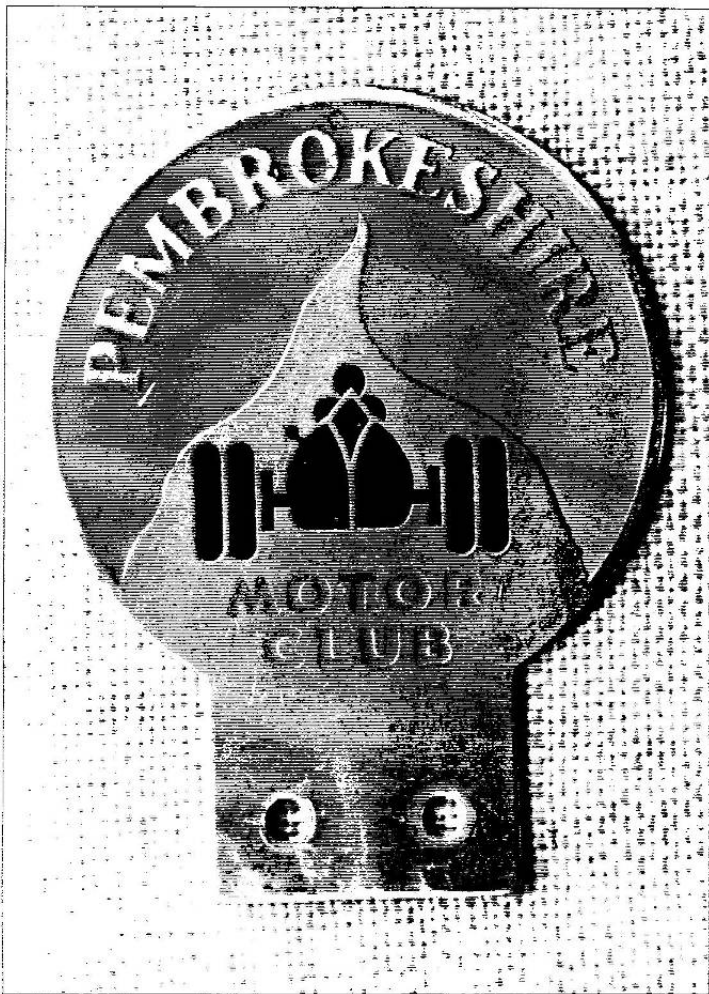
The Teify Valley Motor Club remains the organizer of the very popular Cilwendeg Rally

Union in 1928 and 1954, but there had been an earlier club in the area. In 1922, the Carmarthen and District Motor Cycle Club used to meet in the Nelson Hotel, but in more recent years has been reconstituted as the Carmarthen Motor Club.

'Works' motor clubs also proliferated in the area, however, and these included The Mond Motor Club (the 'Mond' is a nickel refinery in Clydach operated by the International Nickel Company (INCO) just up the Swansea Valley north of the M4) but, not to be outdone, the MB Neath Motor Club was run by The Metal Box Company, the largest container makers in Neath, and The Steel Company of Wales Motor Club is self-explanatory. This one used to run proper events and was a pukka motor club. It changed its name to the Port Talbot Motor Club about twenty-five years ago



'Sospan' - the badge of the Llanelly Motor Cycle and Light Car Club.



A badge of the Pembroke Motor Club, founded long before the First World War and active into the Fifties.

Reproduced by kind permission of the Editor of Carmarthenshire Life & Pembrokeshire Life and Mike Worthington-Williams, Esq. Badges from the Mike Evans Collection.



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 Storey 17/70 and a 1953 Austin A40 Somerset, along with two flat tank motorcycles, constitute the rest of his current motor collection.



and still flourishes.

The Llanelly Motor Cycle and Light Car Club was affiliated to the Auto-Cycle Union as recently as 1954, and its badge featured a saucepan. Presumably Llanelli's nickname is an allusion to the products of its aluminium foundries - perhaps older residents can tell us. The Eppynt hill-climb, which was still being used for events in the early Sixties, spawned the Eppynt Motor Club, but the Tawe Districts Motor Club ran only up until the last war. It used to organise motorcycle and car trials, meeting in Ystalyfera - some way up the Swansea Valley and above Pontardawe. The Club had quite a long life, certainly being affiliated to the Auto-Cycle Union in 1928, but Ystalyfera played host to another earlier club back in 1922. It was the Ystalyfera and Swansea Valley Motor Cycle Club, which in those days held its meetings in The Pharmacy.

The Teifside Motor Club appears to have been a rather short-lived affair back in the Fifties and Sixties, and more of a social club than anything else if one is to believe surviving members, but the Teify Valley Motor Club is active and thriving to this day. Its Cilwendeg Rally, started back in the Fifties by Gomer Williams and other members, is still an annual highlight of the Club's calendar.

In addition to the early club already mentioned, Swansea has been well represented over the years, with both the Swansea Motor Cycle Club and the still active Swansea Motor Club, but have you heard of the Swansea League? The South Wales Automobile Club - possibly the successors of the original 1903 club - were still associated with the RAC in 1930, but were the only Welsh club so listed. They were Cardiff-based at that time, and were still operating in 1959

from that area.

Pembrokeshire had its own club long before the Great War, and there was still a Pembrokeshire Motor Club active in the Fifties, although the emphasis had altered to racing and the sport. Hillclimbs were held at Talbenny. Pontypool and District and Newport & Gwent have both supported independent clubs over the years, the former still active in 1954 and having been A-CU affiliated as early as 1928. The Newport club was also still going strong in the mid-Forties.

Doubtless there have been other clubs, but in the space available it has been possible to mention but a few. If a club in your area has been omitted, my apologies, but if you'd like to tell us what you know about it, we can perhaps feature it in a future issue.



Before and after - the Carmarthen club's badge lost the 'V' twin motorcycle engine as emphasis shifted from bikes to cars, but kept its flamboyant wings.

Date	Event	Contact
JUNE 1996		
Monday 17th June	S.H.V.R. Club Meeting at the Benbow Mumbles	
Saturday 22nd June	Pembrey Custom Car + Drag Racing. Free entry for SHVR Members plus a chance to try your own car on the track.	
Sunday 23rd June	Swansea Festival Of Transport	Ashley Lovering 5 Clos Cynon, Swansea, SA2 7DL
Saturday 29th June	Pontardulais Carnival	Ossie Jones 01792 885971
Sunday 30th June	Staunton Country Fayre	Geoff Russell 01600 712739
JULY 1996		
5th - 7th July	S.H.V.R Mallow	John Presdee 01792 232400
Saturday 6th July	Tegryn Show	
Sunday 7th July	Oakwood	Joyce Davies 01646 636258
Sunday 7th July	Galmorgan Iron Horse	Richard Jones 01656 723944
6th - 7th July	Bromyard Gala	John Wilkinson 01885 483378
Sunday 7th July	Margam Park	Gerry Lloyd. 6 Wern Rd, Skewen, SA10 6DN.
Saturday 13th July	Neath Vintage & Classic Rally	Gerry Lloyd. 6 Wern Rd, Skewen, SA10 6DN.
Sunday July 14th	Towy Valley Vintage Club Golden Grove	Julie Richards 01267 230438
Monday 15th July	S.H.V.R. Club Meeting at the Benbow Mumbles	
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	

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	
AUGUST 1996		
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
SEPT 1996		
Sunday 1st Sept	Hereford Ross-on-Wye	Roger Jones 01981 250762
7th - 8th Sept	Beaulieu Autojumble	
Sunday 8th Sept	Headlands School - Barry	

Date	Event	Contact
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
OCT 1996		
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	

REMINDERS

SWANSEA VALE RAILWAY, ARE HOLDING A "VINTAGE TRANSPORT DAY" ON SUNDAY JULY 28TH. A DRIVE OF A STEAM ENGINE IS ON OFFER TO EXHIBITORS.

CA10 - TWO RIVERS RUN

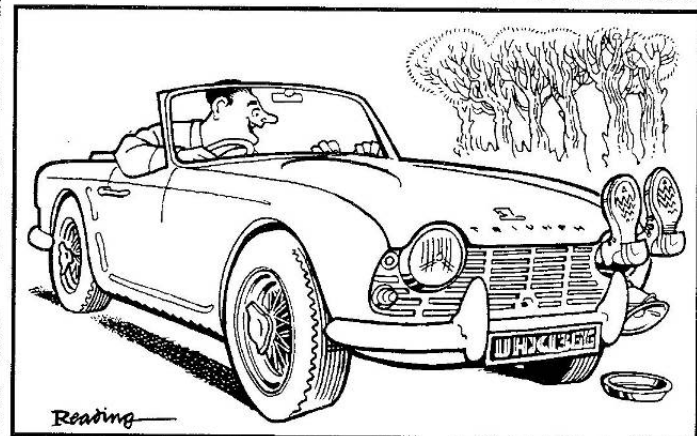
STEVE MITCHELL NOW INFORMS US HE HAS OVER 40 ENTRIES FOR THE ROAD RUN, BARBECUE/BUFFET, RALLY PLATE AND PLAQUE INCLUDED IN PACKAGE.

PENDINE RALLY, SUNDAY 16TH JUNE

NEATH CAR CLUB HELD ANOTHER VERY SUCCESSFULL EVENT. AT PENDINE, IN GLORIOUS SUNSHINE, OVER 200 EXHIBITS WERE ON DISPLAY, S.H.V.R. WERE WELL REPRESENTED. OUR THANKS TO GERRY LLOYD FOR A GOOD DAY OUT.



1 Archive Roundup



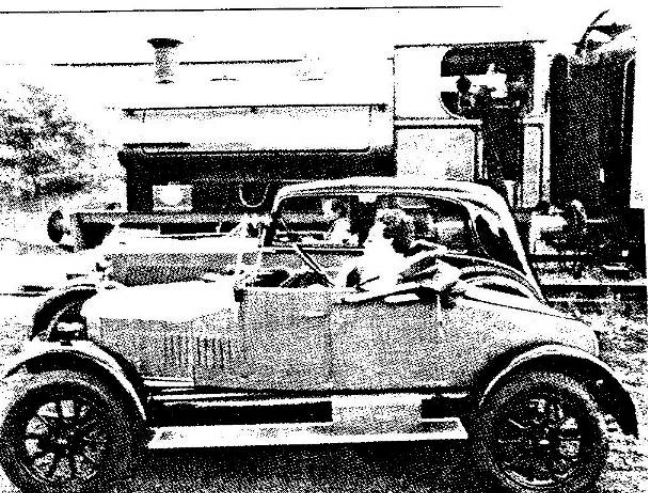
"I was going to tell you I'd relined the brakes"

1. Llanelli Town Hall Square. A general view believed to have been taken in 1952 shortly after the trolleybuses had been replaced by motor buses.

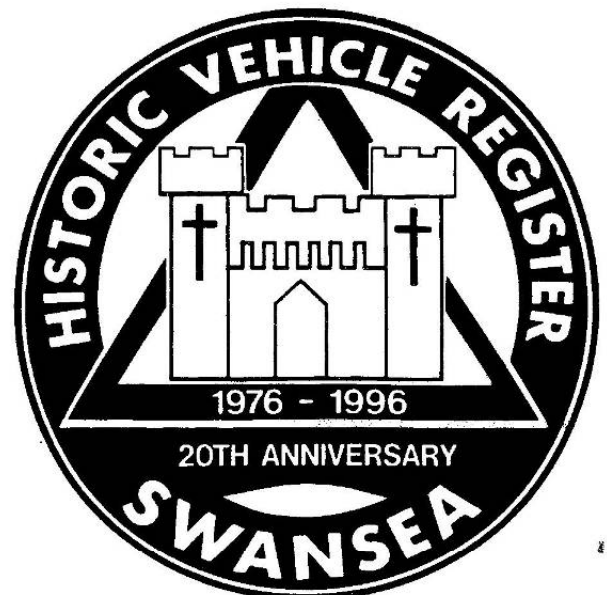
2. Driver training for trolleybus replacement services was carried out using this 1937 AEC Regent which had been converted for use as a tree lopper. Can anyone identify the gentlemen in the picture?

3. One of a large fleet of AEC Regal IIs operated in the 1950s/1960s. This vehicle was new in 1949 and is seen ascending Townhill.

S.H.V.R. WINDOW STICKERS £1.



the Vintage Transport Day in July (held in conjunction with the Swansea Historic Vehicle Register)





The Mountain Gate Gathering Sunday 25th August 1996

As a part of our weekend of activities (including the CAIO Run) we are organising a further leisurely road run, starting in Swansea at approximately 11 a.m. and taking in North Gower, Kidwelly and Carmarthen, and finishing at the Mountain Gate, Tycroes, Ammanford in time for an afternoon Sunday lunch and static display of vintage and classic vehicles.

Lyn Thomas of the Mountain Gate has arranged a special price for lunch for those wishing to eat, (**Highly Recommended**), which will be served between 3pm and 4pm. There will be a choice of menus. Two courses for five pounds a head, (**Excellent Value**). The bar will be open all day.

This has been a venue of many a successful show in the past. A commemorative plaque will be presented to those who participate in the show and/or road run.

Please fill in the enclosed entry form and return it to me with a stamped addressed envelope as soon as possible (before 25th June) to ensure a plaque. Please note that space is limited.

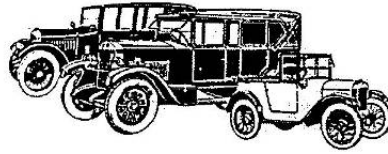


Mike Palmer
10 Carriglas Avenue
Sketty
Swansea
SA2 9JG

Name :- _____		
Address :- _____ _____		
Post Code :- _____		Tel No :- _____
Vehicle Make :- _____		
Model :- _____		
Reg No :- _____		Year :- _____
<i>Please Indicate Your Requirements</i>		
I wish to enter the road run	Yes :- <input type="checkbox"/> Please tick	No :- <input type="checkbox"/> Please tick
I wish to enter my vehicle at the Mountain Gate Display	Yes :- <input type="checkbox"/> Please tick	No :- <input type="checkbox"/> Please tick
I wish to book _____ meals @ 5£ per head		Pay on the day. We do need to know numbers to assist the caterer.

Now Loading For BEAULLIEU 1996





**TYN-Y-LAN
PORTHYRHYD
LLANWRDA
DYFED
SA19 8PB**

Tel : 01558 650620

4 March 1996

Ref :- CAIO FAIR TWO RIVERS RUN

Dear Sir (or Madam),

The CAIO FAIR TWO RIVERS RUN for Classic Cars is being planned to take place in conjunction with CAIO Fair on the 24th August 1996. The event is being jointly organised by the Swansea Historic Vehicles Register (now celebrating its 20th year) and the CAIO Show Committee. The road run will start in Dinefwr Park and proceed along the Towi Valley to Rhandirmyn via Bethlehem, Llangadog and Llandovery. Once at Rhandirmyn, the run will continue up the valley to cross the Towi Bridge and proceed to the picturesque village of CAIO via Cwrt-Y-Cadno. The run itself will be approximately 50 to 60 miles with the latter stage being conducted on single track roads. The route is being planned to pass through what must be some of the most scenic countryside that South Wales has to offer.

This will be the first year of the event which hopefully will grow progressively in a controlled fashion. Should the event prove to be popular, it will be re-run as an annual event with CAIO show and be extended to include a further run on the August Bank Holiday Sunday. This will then provide a weekend of classic car motoring in the area, which will culminate at the ORLLWYN TEIFI VINTAGE SHOW near Llandysul which is always held on Bank Holiday Monday. Should there be sufficient interest this year, an unofficial run will be held on the Sunday in conjunction with a number of South Wales classic car clubs. Details of this will be provided when the route and venues have been finalised.

The cost for the CAIO FAIR TWO RIVERS RUN will be £10 per car. This will include rally plaques, brass plaques to be supplied by the CAIO show committee and barbecue tickets for two people. The major component of the cost will be the barbecue tickets such that additional barbecue tickets will be £3:50 per head. The first cars will leave Dinefwr Park around 10:30 and hence all cars will be required to be assembled at Dinefwr Park at 10:00 am for a quick briefing and collection of rally plaques and route maps. A rally number and programme will be sent to entrants nearer the date.

Yours Faithfully

Steve Mitchell

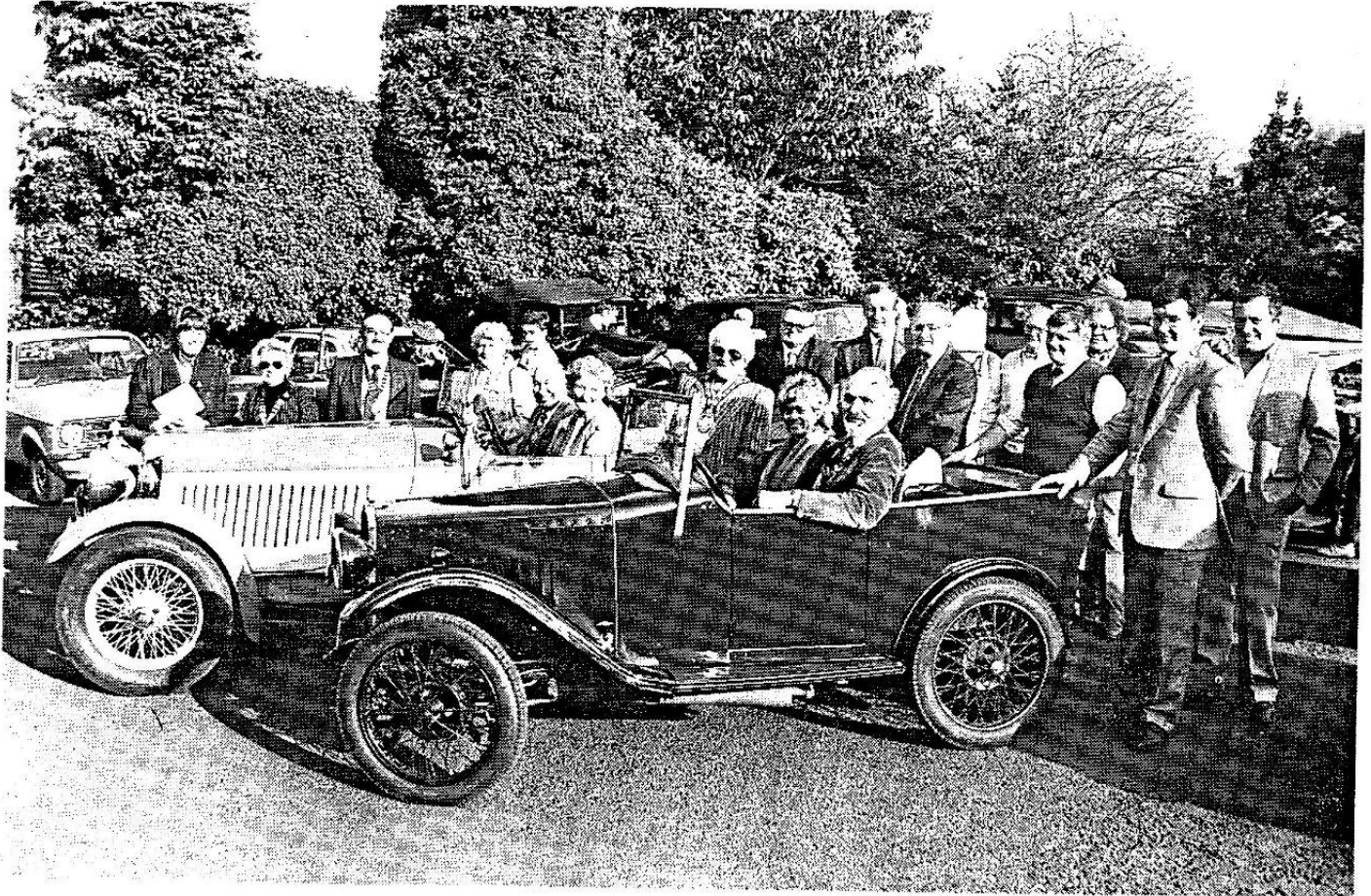


**TIN TERN,
PORTHYRHYD,
LLANWRDA
DYFED,
SA19 8PB**

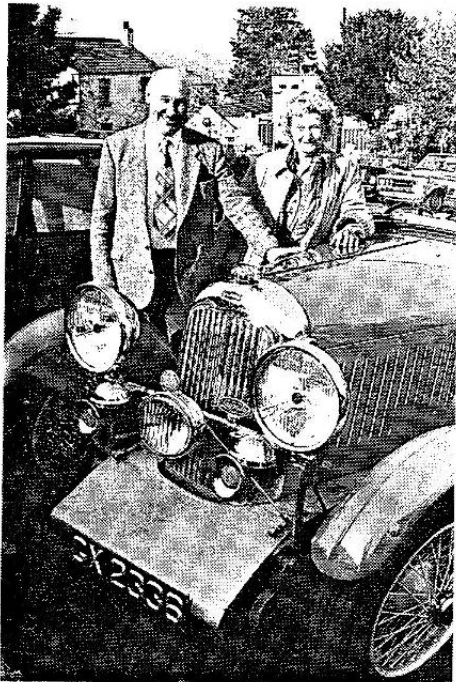


CAIO FAIR TWO RIVERS RUN APPLICATION FORM	
NAME :-	_____
ADDRESS :-	_____ _____ _____
POST CODE :-	_____
TELEPHONE :-	_____
CAR DETAILS :-	Make Of Car :- _____ Model :- _____ Year Of Manufacture :- _____
I WOULD LIKE TO ENTER THE ABOVE VEHICLE FOR THE CAIO FAIR TWO RIVERS RUN @ A COST OF £10 :-	£ 10.00
NUMBER OF ADDITIONAL BARBECUE TICKETS REQUIRED @ £3.50 PER HEAD :-	_____ @ £3.50 = £ _____
	TOTAL COST £ _____
I ENCLOSE A CHEQUE PAYABLE TO THE SWANSEA HISTORIC VEHICLES REGISTER :-	Please tick box <input type="checkbox"/>

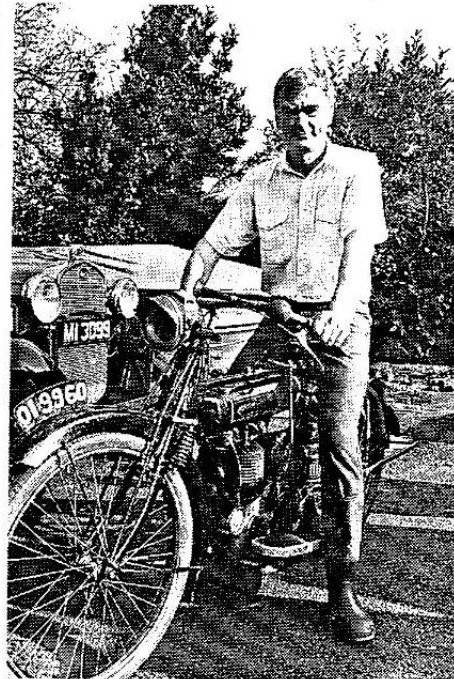
Road run round Gower



A MUMBLES AND KINSAIL (Ireland) rally of vintage cars was held at the St Anne's Hotel, Mumbles, before moving off for a road run around Gower. Owners and drivers are seen at the start of the run.



STAN BINGHAM, and his wife Shirley, of Caswell Bay, with their 1932 Lagonda Continental.



DICK WEEKES, of Newton, Mumbles, with his 1915 Calthorpe motor-cycle.



MIKE AND BERNICE Green, of Duvant, Swansea, with their 1930 Triumph Super 7 tourer.

It could be you....

Ten different types of AOC member, spotted by Nick Simpson

1. THE ENGINEER

Bought his Alvis many years ago, simply drove it into the workshop where it has stayed ever since. He has entered into a meticulous rebuild lasting many years and has much more fun doing this than actually driving the car. Usually a good engineer, loves lathes and milling machines, rarely appears at events.

2. THE ORGANISER

Loves helping with and organising events. Usually on committees and in official positions and may own several Alvises but they are normally awaiting restoration and unlikely to appear. Not much bothered about either driving or showing the car. Salts of the Earth - the club could not do without them.

3. THE DRIVER/TOURIST

A newer breed who likes to attend events home and abroad and actually likes taking his Alvis on long journeys. Car is usually in reasonable all-round condition, sometimes professionally restored to a good standard and often suffer from sagging rear springs from numerous return trips from abroad loaded with an excess of luggage and bottles of wine.

4. THE EVENTER

This type attends lots of UK club events and likes driving tests and concours amassing points and cups on a competitive basis. Usually an early arrival at the showground, rapidly producing an array of cleaning and polishing materials from the boot. This is followed by a well-rehearsed routine of action which would put Arthur Daley to shame.

5. THE CONCOURS SHOWMAN

Attends only the important club concours such as International. The car can arrive on a trailer and is rarely driven far. The underside, interior, engine bay and exterior are more highly-finished and polished than when the car was new. This draws gasps of admiration from onlookers who then believe that all Alvises should look like this! This type of member, although often scorned by driving members, does actually set standards and give onlookers from inside and outside the club a good impression of the marque. In their ever-increasing efforts to impress the judges, concours participants have been known to fit their cars with concealed lighting in the chassis members and put pink tinted mirrors underneath to allow the judges a rose-tinted view of the underside without the necessity to even bend down for inspection! Cars driven to these events are usually done so in carpet slippers and a chrome wire wheel change from a tender vehicle has been spotted on one occasion when a few drops of rain dampened the tarmac!

6. THE INVISIBLE MEMBER

Often belonged to the club for many years and reads the *Bulletin*. Never attends any events but owns an Alvis. Why? We don't know - nobody has seen him to ask! He must be happy or he would cancel his sub. Perhaps he feels safe with an organisation in the background as back-up.

7. THE HAWK

Appears from nowhere, joins the club, attends several meetings with the sole purpose of finding a good car at a low price. Drives everyone mad with phone calls and requests for help and rare parts to carry out a restoration. Once finished the car is exhibited a couple of times until a buyer is found and then sold on at an exorbitant price. The car probably disappears abroad and the member disappears just as fast as he arrived. Generally an unsociable type and not much mourned in his passing from the membership list.

8. THE SPORTSMAN

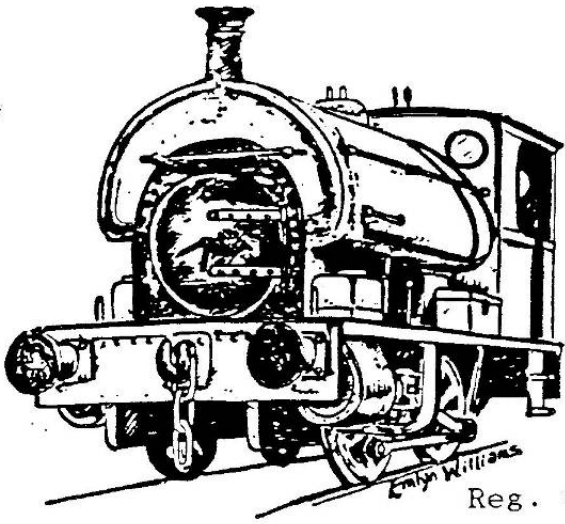
Usually acquires or builds a high-powered special and competes in VSCC racing and hill climb events. Will deign occasionally to visit AOC events and have a go at driving tests. This is accompanied by loud disclaimers that he has so much horsepower that it cannot be transmitted to the ground in such small manoeuvres (this is to cover loss of face when a TA14 driver wins the test hands down without apparent effort, wheelspin or horsepower). Often to be found in the bar, his conversation is punctuated with the following: "4.3 engine, dry sump, Silver Crest gearbox, 3.8 diff and supercharger". Normally loudly proclaiming no interest in originality or aesthetics.

9. THE MANAGEMENT

This is a group of council members also known jocularly as the Mafia. Normally only seen in small groups in public at International or other major Club event. Can usually be identified by a clutch of Panama hats in deep discussion in the vicinity of a bar, forming club policy for the next year!

10. THE FREQUENTER OF NOGGINS

Rarer now due to the drink-and-drive rules which have inhibited that happy alliance of Alvises and beer. This type stemmed from the '60s era when many cars were decrepit, with owners on small incomes. A few pints had the effect of quietening loose bearings and spokes and allowing a night of glory followed by a major overhaul. His next visit to the Noggin was in a more sombre mood unravelling an incredibly bent conrod from a piece of oily rag. This would be followed by a highly-plausible metallurgical explanation of the disaster that ignored the effects of beer and high revolutions on an elderly engine! Forever after the AOC equivalent of the 'barrackroom lawyer' in matters Alvis!



SWANSEA VALE Railway

Reg. Charity No.: 1012356

Upper Bank Works,
Pentrechwyth,
Swansea.
SA1 7DB.

2ND VINTAGE TRANSPORT DAY

Tel/Fax: 01792 653615

SWANSEA VALE RAILWAY, SIX PIT JUNCTION, LLANSAMLET

SUNDAY 28TH JULY 1996

Exhibitors are welcome to bring their vehicles along to the Railway for the above event. Commencing at 11 am (vehicles to arrive by 10.30 am). Please see enclosed leaflet for further information.

All Exhibitors and their families will be entitled to free train rides, and a footplate ride if desired! They will also be entitled to free tea or coffee from the shop on the train.

There will also be other facilities for the children, such as a bouncy castle etc.

Please fill in the slip below and send to the above address as soon as possible. This year we will be arranging for souvenir plaques to be available to all Exhibitors.

Name _____

Address _____

Vehicle _____

1996 MALLOW RUN

NAME & PHONE NO. FOR CONTACT _____

	YES	NO
I/WE ARE GOING	<input type="checkbox"/>	<input type="checkbox"/>
DO YOU WANT A CABIN OUTWARD BOUND?	<input type="checkbox"/>	<input type="checkbox"/>
DO YOU WANT A CABIN ON THE RETURN TRIP?	<input type="checkbox"/>	<input type="checkbox"/>
DO YOU WANT B&B BOOKED AT THE HIBURNIUM?	<input type="checkbox"/>	<input type="checkbox"/>

NUMBER OF PEOPLE IN OUR GROUP _____

APROX.LENGTH OF OUR VEHICAL _____

- |-----|-----| -

FERRY CROSSING AND RETURN FOR CAR AND PASSENGERS	£	115-00
4 BERTH CABIN ----- COST EACH WAY	£	64-00
3 BERTH CABIN -----DITTO-----	£	54-00
2 BRETH CABIN -----DITTO-----	£	32-00
2 BERTH DE-LUXE CABIN ---DITTO-----	£	40-00

Departure is likely to be about 10-30AM MONDAY so B&B nearer to Cork is being arranged (details to follow). You will probably be asked to settle your hotel bill yourself and there may be other extras such as breakfast on arrival and the dinner/dance tickets. But the above will give you some idea of the major expences. PLEASE send £50-00 Deposit Per-Vehical A.S.A.P.

Alan & Chris

Alan & Chris

S.H. V.R.

THE SWANSEA HISTORIC VEHICLE REGISTER

TWINNED WITH THE KINSALE VINTAGE AND CLASSIC MOTOR CLUB

MEMBERSHIP APPLICATION

Membership costs £10.00 per year and entitles you to discount on club events for you and your family, including ferries, hotels, etc. Use of club equipment for welding, spraying etc. Most functions organised by the club are free and all others are heavily subsidised. We aim to provide members with a very active club and do not believe accumulating vast sums of cash, we believe in putting it all back into the club.

The club meets every 3rd Monday of the Month upstairs in the Admiral Benbow, Mumbles, and is very well attended, members travelling from all over South Wales the West of England and London area.

We even have members in Jersey, Ireland and Germany, and friends from all over the World. This year is our 20th anniversary and many exciting events are planned. 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.)



ANOTHER FINE MESS, YOU'VE GOT ME IN !!!