



In 1980, the club was deemed to be in the doldrums. The Autojumble was less well attended than previously, although the event was shown to have made a healthy profit despite the turndown. The club held a driving test, poorly subscribed with a mere four cars. A road-run to the Gwili railway saw an even smaller entry of three vehicles, one of which was a modern. In spite of this, the second Singleton Show turned out to be a bigger show than the first one.

Persil coupons enabled six members to attend an Autojumble in St. Truiden, an hour outside Brussels. They got to Brussels for £21.75 using the coupons and all returned successfully.

By 1981, the club had settled into a routine. The Autojumble, followed by the Singleton Show, which by now was continuing to grow year on year, The Beaulieu Autojumble was attended again, In addition to the usual club stand, around 45 members attended Beaulieu by an organised bus trip.

The end of 1982 brought changes; Chris Nichols announced that he would not be seeking re-election as he was moving to West Wales. Another new idea was tried, a Christmas Dinner Dance at the new function room in the Glamorgan Arms.

Mike Evans took over as Chairman at the 1983 AGM and Stan Bingham resigned from the committee as he had taken a job in Texas. Chris Nichols became the club President and another innovation was a bus trip to Syon Park, which, if memory serves correctly, housed the BL Collection later to form the nucleus at Gaydon.

1984 saw more of the usual activities, 228 entries for Singleton which was blessed with fine weather. By October, Stan Bingham had returned from Texas and was to be seen out and about in his Austin 7 Ulster.

The new club badge was shown to members at the 1985 AGM and cost £6.50. Bill George was still running Singleton and another good show was had. A bus trip was organised to the Yeovil Festival of Transport and in September Stan Bingham bought his Lagonda Continental.

At the AGM for 1986, Brian Davies was elected Chairman and there were about 41 members. Johnny Thomas was again President and Chris Nichols and Mike Evans were Vice-Presidents. Johnny Walker was back as newsletter editor after a stint by John Williams. Another innovation was a bus trip to Brighton, to visit the Brighton Run and the Classic Car Show. The venue changed to the Tree Tops Country Club near Clase water tower from August, but the members were not happy with the venue. It was decided that from the December meeting, the club would return to the Bird in Hand near Pontarddulais.

Mike Evans was back in the chair for 1988, Mike Green as Events secretary was in charge of Singleton and he also organised a stand at the Evening Post Motor Show. The club also had its first mention in 'The Automobile', courtesy of Mike Worthington-Williams. The club had its first taste of the Irish in the October. The Chamber of Trade had invited some Irish enthusiasts to their shopping festival, but they came after it had finished because the ferry was full. The club was asked to entertain them at the last minute. This was managed and we still see some of those visitors in our travels over the water. In November a change of venue to the Admiral Benbow was decided upon after a ballot of members.

In February 1989 Mike Worthington-Williams gave a talk on 'Finds and Discoveries'. The event was advertised in the Evening Post and some 180 people got into the Admiral Benbow, more people couldn't even get up the stairs to join in. Singleton attracted 500 entries this year; also BP Baglan Bay gave the club a Fire Engine. It was in the care of one of the members, but when his house caught fire, the fire brigade could not get near as there was a fire engine in the way! A new name joined the committee in October – Mike Palmer. He was immediately put to work on the first association with Swansea Sound. He organised a Vintage Car Rally to celebrate Swansea Sound's Shopping Festival. The club finished the year with 71 members.