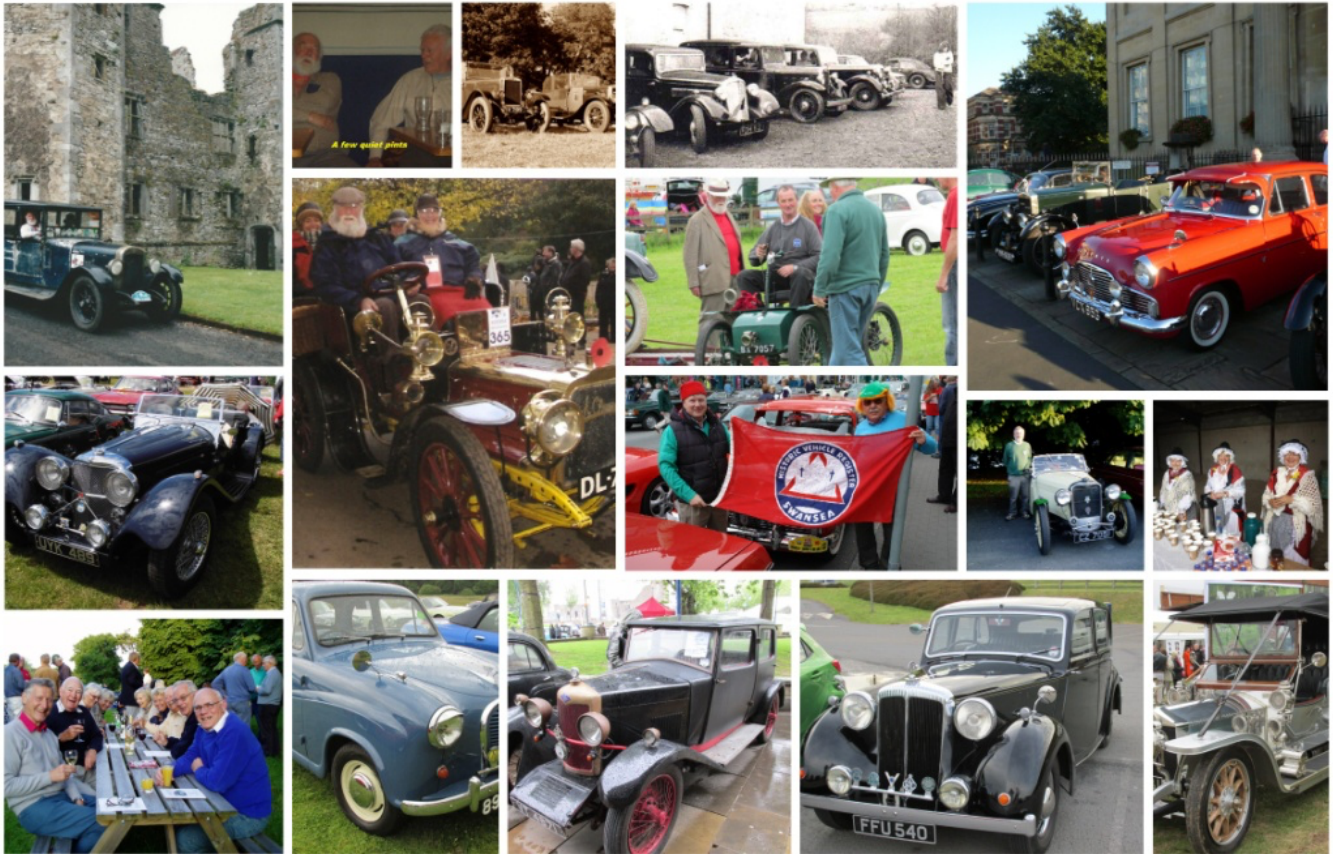


S.H.V.R

HISTORIC VEHICLE REGISTER
SWANSEA

THE SWANSEA HISTORIC VEHICLE REGISTER



The Decades

1970s

Swansea Historic Vehicle Register, usually referred to as SHVR is a multi-marque club aimed at classic car enthusiasts of all ages. This ethos was at the very heart of the decision made 40 years ago by that group of enthusiasts responsible for the formation of the club we know today.

In 1976 older vehicles were still being grouped, depending on age, as Veteran, Vintage or Post-Vintage-Thoroughbreds (PVT). Anything else was generally just regarded as 'an old car.' The 'old' car clubs of the day consisting of mainly national clubs with local or regional off-shoots affiliated to the main body of whichever particular club.

The run of the mill older car owner was being poorly catered for if their pride and joy did not quite comply with the membership criteria of the existing specialist groups. Classic car magazines as we know them today had yet to appear, and those few that made the early attempt at catering for the man in the street, were pretty basic and nothing like the huge choice available to today's enthusiast, with the well-presented and lavishly produced glossy's we are now used to reading.

With this lack of choice and poorly placed club meeting places, a number of local enthusiasts got together after hearing about or reading, an advert placed in the Evening Post in the summer of 1976 by a Swansea barrister and member of the Vintage Sports Car Club, Mr. Chris Nichols. He knew that there were a number of people in the area with a keen interest in 'historic' vehicles who would be interested in a local club that would cater for all makes and types of preserved examples of vehicle. Chris had envisioned a club which would hold monthly meetings and would actively encourage members to use their vehicles as much as possible. A further benefit of a club would be the help and assistance that could be given to anyone restoring a vehicle or who might be looking for any parts. Our hobby is well catered for by specialist suppliers and repairers now, but this was not the case in those days where it paid to know other likeminded enthusiasts who might know someone who could help you in your endeavour.

It was decided to hold a meeting on the third Thursday in August that year to establish local opinion. The meeting was held at the Shepherds Arms in Velindre (the correct spelling of the day), where a large number of enthusiasts filled a small room in the pub. Thus confirming that there would be enough support to form a club, which was founded on Thursday the 19th of August 1976. To this end an informal committee was formed and a date set for a meeting of the 'club' for the next month.

In the following months a name was agreed for the new club and a constitution was drawn up by Chris, to set out the structure of the now named, Swansea Historic Vehicle Register. The club's first AGM reported a membership of 25

SHVR Members and Their Vehicles Late 1976

Chris Nichols	Uplands	1929 Austin 7 Chummy 1924 Bullnose Cowley
Dave Rees	Morrison	1927 Austin Heavy 12 1930 Triumph Super 7
Tony Bentley	Morrison	1934 Morris 10/4
Martin Jones	Morrison	1954 Austin Heavy 12/4
Derek Comley	Morrison	1935 Austin 10 Lichfield
Mike Evans	Dunvant	1934 Singer Le Mans
David Griffiths	Pontardawe	1935 Morris Minor
Phil Rees	Newton	1934 Morris 8
Mike williams	Uplands	1957 Austin Healey Sprite
Wendel Thomas Dyfod Thomas Rob Gardner <i>(A Consortium)</i>	Gorseinon	1937 Rover 10 1937 Austin Big 7 1939 Lanchester 14 1953 BSA Gold Star
Mike Morris	Llanrhidian	1934 Austin 16, Tickford Jubilee
George Arrowsmith	Velindre	1929 Austin 7 Chummy
Colin Hopkins	Mansleton	1934 Morris 8 Tourer
Ted Webb	Neath	1950 Auston A40 Devon
Peter Thomas	Pontardulais	1938 Morris 12/4
Tom Lawrence	Langland	1935 Rover Speed 14 1938 Morris 8 Tourer
Brian Rees	Fforestfach	1933 Austin 7 Box
Peter Nash	Goqwerton	1957 Mesherschmit KR200
Rob Rose	Mansleton	?
Tony Donino	Llanelli	1957 Jaguar Sepcial
Mark Grey	Cockett	1934 Austin Nippy MG YA MGA x2
Hugh Moffat	Horton	1935 Rudge m/c
Graham Davies	Pontlliw	1952 Morris Oxford

Notes

Some of the people above have passed away, some have moved away and pothers have simply dropped out of circulation. As far as we know Mark Grey still has the Nippy. The 1935 Rover Speed 14 is now owned by John Cooke who painstakingly restored it and Rob Gardner may still have the Rover, which is on show in the Maritime Museum

which was good going for a non-affiliated club brought about mainly by word of mouth between enthusiasts in the area. Although there were no actual events held in 1976, there were plans to hold a number of events the following year, including a carshow. This was originally planned for the grounds of the Penrice estate, although in reality it ended up in Singleton Park in 1979, where it was known as the Vintage Car and Country Fayre. A venue it continues to be held in to this day although the title and content of the show has changed over the years.

At the AGM held in January 1978, Johnny Thomas agreed to become the club President, a role he held and enjoyed for a good number of years.

The club held its first Autojumble which took place at the St. Thomas Church Hall. It was recorded that as many as 427 people attended the event, which made a profit of £92 for the club.

By now the membership had increased to the point where the Shepherds Arms became unworkable and the move was made to the Bird in Hand. This move was a short-lived affair as the landlord had failed to tell the landlady of the arrangements. She was not impressed with him or the club. The lack of a venue to hold meetings resulted in the stalled arrangements for the first large car show. Penrice was not available and no one fancied Fairwood Airport as a venue at the time.

The first club badge was designed in 1978, possibly by Brian Rees but this is not confirmed, as no one seems to remember exactly who was responsible for the rendering.



Another first that year was the club's stall at the Beaulieu Autojumble at a cost of £10. At that time the Autojumble was only a one day event unlike the modern day weekend jumble which draws enthusiasts from all over the world.

The Christmas Buffet was held at the new venue, the Glamorgan Arms. This would be the home of the club for some years to come. The move also coincided with the change of meeting day to the third Monday of the month, which is a format we still adhere to today; quite why the change was made has been lost in

the mists of time but appears to have been acceptable to the membership as it has not been changed since.



An early SHVR outing. Recognise any of the cars



Another early SHVR assembly. Recognise any cars?

The 1979 Autojumble held in St.Thomas was very successful, raising £115 for the club funds. A major step forward was made for 1979, with the first Vintage Car & Country Fayre, to give it its full title. The club was helped in running the event by the Mumbles Round Table, a partnership which lasted for a number of years. Manpower being an issue even then. It is funny how little has changed on that score. Even today we still struggle to man every post, even though we are now only responsible for the carshow side of the event and no longer have the worry of manning the gates to charge the public to enter the show. The show was a great success at the time and raised approximately £5000 for local charities. Among the entries listed in the program were; An 1898 Rochet Tricycle, Rolls

Royce Silver Ghost and a Bentley Speed Six belonging to Johnny Thomas. Harold Wilson had entered a 1927 Morris Cowley, a 1929 Hillman saloon and a 1967 Morris 1000 Tourer. Stan Bingham was showing his 1932 Austin Ulster and Mike Evans had his 1934 Singer Le-Mans. Johnny, Harold and Stan had also been present at the Shepherds Arms when the SHVR was formed. The Beaulieu Autojumble had now become a two-day event and as before, the club had a stand there. It is recorded that the club finished up the year with a bank balance of £514.26.

