S.H.V.R

THE SWANSEA HISTORIC VEHICLE REGISTER

August 2020

A Member of:

FEDERATION of British Historic Vehicle Clubs

Yesterday's Vehicles for Tomorrow's Roads

Swansea Historic Vehicle Register Ltd.

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Cover picture:

The August Club Picnic at Pembrey Country Park.

In This Month's Issue

Editorial

Slowly we are sneaking back to some level of normality. Clubnight is back on, however, we will all have to fill in contact sheets on arrival to comply with the law, these will be held by the rugby club for 21 days and if everyone is ok, they will all be destroyed. This will apply to every month until the requirement is withdrawn by the Welsh Government. At least we can start to go forward (fingers crossed), as I was getting a bit concerned that the newsletter was getting a tadge impersonal. Apologies for the late arrival of the July newsletter. This had gone to the printers with a week to spare, however, as it turned out there was a guillotine failure which then lost us a week. Surprising that it took a week to fix, which could be a sign of the times as many companies have furloughed employees to save costs.

I fitted an electronic distributor to the Mk2, and was told by a Jaguar garage in Ferndown that they had done the same and then removed the distributor as their car had run rich. So out came the trusty colortune kit to check the mixture with the expectation of finding a rich mixture and having to fit leaner SU needles if needed.

The Pub Run on the last Wednesday of this Month (26th) will be to the Angel Inn at Salem. Meet at Pont Abraham as usual at 18:45. This will take advantage of the Government eat out scheme so meals will be subsidised. Due to current tines we will have to pay a £5 per head deposit, which Christine Broughton can collect at Clubnight to keep things simple. If you are going to join us please let either Christine or myself know so that we can send you a menu, so that you can decide on your meal choice to help the pub. Please Contact Christine on 01792 882193 or e-mail me and I will liaise with Chris. To meet government legislation we will also need to provide names and addresses.

August Brunch Run

I think the last time we had seen anyone from SHVR, had been the March Brunch Run, which now seems ages ago. Time to get the XJS Convertible checked out. The MOT had expired in July so it had already been automatically extended to January by the DVLA. However XJS's don't winter that well, even if they are inside a heated garage, the main problem being brake callipers, which tend to stick on if they are not used for a while. The front callipers were OK however both rear callipers were stuck on, and bearing in mind they are inboard like the E-Type and hard to get at, this is was not good news. Still patience and perseverance one through, both being commodities you definitely need if you are a classic car owner.

So all set for Saturday, just a quick log onto the HMRC website to tax the XJS and we would be good to go. Then there was the weather, it was raining hard as we left home on Saturday, (in the XF rather than the XJS) which we decided to save for the Sunday picnic. When we arrived at the Cottage Inn there was already a good presence. Mike Jones managed to seriously confuse us by turning up in Ed Parton's Jaguar XK8 which Mike had just purchased. This is an interesting car since only two were ever produced in Ferrari Yellow. Something you can't miss which was confirmed by a previous owner (who had the car before Ed), who stopped off at the Cottage to chat to Mike about the car. It was really good to see everyone again and to top it all a good breakfast as well. Let's hope we can keep this going and Covid-19 events don't overtake us again.

Pembrey Picnic

The clouds started to disappear as we headed down the A40 to Pembrey Country Park, so that by the time we got there we had bright sunshine. We spotted Dennis's red Consul already parked up waiting for the main SHVR Convoy, so we parked up behind Kevin's Gold Mercedes. There was a bit of a palaver getting in, when the automatic number plate recognition system failed to record the old style number plate on Patrick's Riley, so this split the convoy of 15 cars such that we spent the next 15 minutes regrouping before finally parking up.

The country park was not as busy as I had expected, which was good since it meant that it was quite quiet such that different groups were a good distance part. I suspect many had gone down the beach rather than stay in the main park. It was time for lunch so the group split into sun lovers and those wanting the shade (under what was a very large tree). Then we all realised that it was Sally's Birthday so after a quick sing song it was cakes all round with the local breeze managing to blow out the candles faster than Mike could light them. I think Sally managed to blow out the last one.

Having all been replenished, the shade lovers migrated out into what was now a hazy sun to join the main group and start the serious business of chatting and catching up. The really strange thing was how quickly the time went by, so by 4:30 we suddenly realised that it might be a good idea to pack up before the main park exodus as the Country Park closes as 6 pm. There was a friendly park warden operating the payment machine to minimise potential Covid-19 transfers, with the payment queue keeping a sensible distance apart. This had been a really good day out with the general feeling that we should do this again in the near future so we all have something to look forward to.

Cavern of Lost Souls

Eerie photographs capture the wreckage of old cars piled high on top of each other in what has been dubbed the 'Cavern of Lost Souls' beneath a Welsh mountain.

Explorer Gareth Owen decided to explore the disused slate mine below Ceredigion, that has turned into an underground junkyard some 60 years after it closed. Incredible images show a singular beam of light hitting the vehicles above the still blue water, with a Ford Cortina balanced on the top. Despite the surprising beauty of the images, the photographer was shocked by the hundreds of cars stashed away in the 'unrecognisable rubbish tip'.

Old & Rich !!

An elderly lady, stopped to drive into a parking space when a young man in his brand new red BMW drove around her and parked in the space that she had been waiting for. Elsie was so angered that she approached the young fellow and enquired, through gritted teeth, 'I was about to park there.'

The man looked at her with disdain and replied, 'That's what you can do when you're young and bright.'

This annoyed the lady even more, so she got back in her car, backed it up and then she stamped on the accelerator and rammed straight into his BMW.

The young man ran back to his car and shouted in a stunned voice, 'What did you do that for?'

Elsie smiled at him and said, 'That's what you can do when you're old and rich.'

Swansea Oxford Street in 1964

While most classic car enthusiasts associate, quite rightly, the name “Lagonda” with the legendary car marque, not many would know that the name originates from the US and not the UK! The company’s founder was one Wilbur Gunn, who first lived in a small town named Lagonda, in the state of Ohio. As it turns out, Gunn was a man of many talents, not the least of which was as an accomplished opera singer and manufacturer of steam powered boats.

But it was when he turned his talents to automobile manufacture that the name Lagonda was on everyone’s lips. Originally manufacturing cheaper 3-wheeeler cars, it was during the immediate pre WW1 era that Gunn developed a high-quality small car, which performed extremely well in reliability trials up to 1914.

Needless to say the war period put pay to any rapid expansion plans of Lagonda, and so the company was forced to wait until the 1920’s to again embark on a manufacturing plan. During the war Gunn had taken time out to study the emergence of other marques both in Britain and in Europe, and he became convinced that the company should concentrate their efforts on the production of high-quality sports cars.

The first of these was the 1927 Speed Model - also known as the 2 litre. The “Speed” featured a four-cylinder 1954cc engine with twin overhead camshaft valve gear, and could be optioned with a supercharger. Like most such 'vintage' sports cars, it had a rather flexible separate chassis frame with beam axle’s front and rear and half-elliptic leaf springs. In standard form, the “Speed” was a solid performer, capable of up to 80mph; the supercharged version could match the 80mph top speed in 3rd gear, and was good for 90mph in top.

In 1928 Lagonda released the fabulous 3 litre model; using a lengthened version of the 2 litres chassis the car featured a six-cylinder 2931cc engine. In 1931 the Weymann bodied “Selector Special” was released – and it featured the wonderful

"Maybach" pre-selector transmission. This unique design endowed the car with two different sets of four ratios, and since it was also possible to use no fewer than four reverse ratios, it was advertised as the "12 speed Lagonda" – perhaps wishful thinking by Lagonda's marketing department.

The 4.5 litre M45 model was announced in 1933, and was to become the best known and most successful of the first generation sports Lagonda's. This model was fitted with a six-cylinder overhead valve engine from Meadows – in fact it was the same basic unit as that used by Invicta, except that the Lagonda unit produced more power.

A more highly developed model named the M45R was produced, which developed 130bhp at 3800rpm, and was good for a top speed of 90mph. In 1934 and 1935 the 4.5 litre became the first Lagonda to taste serious race success when the "works" cars came fourth in the 1934 Tourist Trophy, while Hindmarsh and Fontes won the 1935 Le Mans race at an average of 77mph!

For those that love British marques, it is interesting to note that the Le Mans victory by Lagonda was a shining light in an otherwise dark period – falling between the end of the Bentley era in 1930 and the start of the Jaguar era in 1951. Celebrations were to be short lived. The receivers had been called in just before the Le Mans race, and in their wisdom decreed that no public benefit could be taken from the win.

Just why you would want to "hide" such an emphatic victory when selling a going concern remains to us a mystery, and so the company seemed to fall into the lap of one Alan Good, who paid £67,000 for the company plus £4000 for stock (conspiracy theorists unite!). Production re-commenced, but only of the larger 4.5 litre models and, in September, an improved LG45 version was released.

Good's strategy was to secure talent from other manufacturers. First to join the Lagonda team was Walter Owen (W.O.) Bentley, who was now free from his contractual obligations with Rolls Royce. His contribution to Lagonda became immediately apparent when he influenced the latest engine design, complete with a cross-flow cylinder head.

Body engineer Frank Feeley was given the task of creating an eye-catching sports car body for a new derivative, the LG45 "Rapide", the result being reminiscent of the Mercedes 540K Models. The "Rapide" featured huge outside exhaust pipes and an enormously long bonnet. It is claimed by some that W.O. Bentley did not favor Feeley's design, particularly as the styling seemed inspired by his race track arch rival Mercedes, but at the time he was so busy developing his new engine that he choose not to protest.

The new engine, as developed by Bentley, was shown in prototype form in 1936, but was not ready for sale until 1938. It was an ambitious plan, putting a powerful engine in a large body to ensure the vehicle reached the holy grail of 100mph – and capture some of the kudos attributed to the 1930 8-litre Bentley.

The ensuing years since 1930 had seen rapid development of engine design, most notably by Rolls-Royce and their Phantom III V-12 engine; the innovation of the RR engine should not go unmentioned, for this is one of the few times in automotive development that designers did away with the tried-and-true formula of simply increasing engine capacity. Good would not only have Bentley on his team, but would also entice other Rolls-Royce engineers to join him at Lagonda.

Together, the team developed a beautiful 4480cc V-12 engine with a single overhead camshaft valve gear to each bank, being good for 157bhp at 5000rpm. A competition version developed 207bhp, at 5500rpm. The chassis featured independent front suspension, by wishbones and longitudinal torsion bars, for the very first time on any Lagonda, while the rigid rear axle rode on half-elliptic leaf springs.

The 1936 Lagonda LG45 Drop Head Coupe was beautiful, and expensive

Most V-12 chassis were fitted with big and graceful saloon car bodies, but there were a few sports cars, and the factory also built competition models for the 1939 Le Mans. They were indeed a wonderful and expensive car, which is probably a good thing as it would take some time to get the V-12 model into series production. Reliability was one of the only obstacles, but as luck would have it just as these teething problems were at last being sorted WWII would intervene, and the car would unfortunately be shelved.

As the war was nearing its conclusion, Lagonda engineers set about developing a new model. Rather rashly, someone chose to announce the new car before the war had even ended – not good form! To make matters worse, Good choose to name the new model the "Lagonda Bentley".

But Rolls-Royce owned the rights to the 'Bentley' marque (even if W.O. Bentley was working for Lagonda), and naturally they did not appreciate this blatant copyright infringement – nor the fact that while Rolls-Royce had been working so hard toward the war effort, it seemed Lagonda had started preparing for an all out assault on its rivals in the post war period before the war was even won. Given the reaction by RR, the new car reverted to its basic 'Lagonda' title; but the management of Rolls need not have worried, the lack of sales during the war years had taken a heavy financial toll on Lagonda and the company was simply unable to raise the required capital to put the new model into production. It would be saved from total collapse in 1947 when David Brown purchased it, and merged it with Aston Martin, another marque he had purchased the same year.

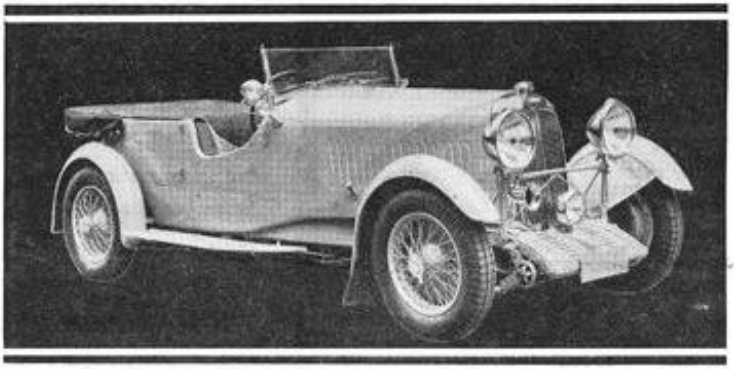
Lagonda's continued to be manufactured using a cruciform-style chassis frame and all-independent suspension. The 2580cc straight six engines featured twin overhead cams, and would receive much acclaim. Lagonda saloons and coupes would continue to be manufactured up to 1953, but the lovely "6" would soon find a home in the Aston Martin DB2, DB2/4 and DB Mk Ill models which would enjoy healthy sales well up to 1959. For the circuit, a completely new racing sports Lagonda was announced in 1954, specifically aimed at the Le Mans.
Typical of previous Lagonda's, the race special featured a 4.5 litre V12 engine; the engine proved far too complicated to enable reliable racing given its design of

four overhead camshafts, 24 spark plugs and three four-choke downdraught carburettors. The body style was similar to that of the six-cylinder engined Aston Martin DB3S, but the V12 made the cars much heavier, and at 2350lb it needed every bit of the 300bhp to make the car competitive. Unfortunately the new Lagonda was not up to the task!

LAGONDA

BRITAIN'S THOROUGHBRED CAR

The New CONTINENTAL 2-Litre



Speed Saloon - £725 Speed Tourer - £625 Speed Chassis - £430

Added to the well-known performance of the 2-litre Lagonda comes the new designed Continental coachwork incorporating every modern development in car equipment.

2-LITRE SPEED MODEL

Chassis	£430
Tourer	£595
Weymann Saloon, fabric	£695

2-LITRE SUPER-CHARGED

Chassis	£610
Tourer	£775
Weymann Saloon, fabric	£875

3-LITRE "SELECTOR"

Chassis	£827
Tourer	£975
Panelled Weymann Saloon	£1065
Long Chassis	£827
Long Chassis Enclosed Drive Limousine	£1120

3-LITRE "SPECIAL"

Chassis	£752
Tourer	£900
Panelled Weymann Saloon	£990

3-LITRE "SELECTOR SPECIAL"

Chassis	£827
Tourer	£975
Panelled Weymann Saloon	£1065

LAGONDA LIMITED
STAINES, MIDDLESEX

Observing the Speed Limit

The biggest speeding fine ever issued is 650,000 euros. The highest-ever speeding fine to date was handed out to a Swedish man who was clocked driving at 180 mph in Switzerland in 2010. Fines there are calculated according to the driver's income as well as the speed of the car. This reckless driver was fined a whopping 650,000 euros, which in today's money is an eye-watering £573,000. The 37-year-old had his £140,000 Mercedes SLS AMG impounded and his driving licence confiscated after he was caught driving at two and-a-half times the speed limit on a motorway between Bern and Lausanne.

The first man ever to be convicted of speeding was Walter Arnold of East Peckham, Kent, who in January 1896 was caught speeding at 8 mph in a 2 mph zone. He was fined one shilling plus costs.

Engine Replacement

The world record for removing and replacing a car engine is 42 seconds. This record was set by mechanics working on a Ford Escort on 21 November, 1985.

WOW! What a surprise you get when you know why 'It's better in Zephyr'

Styling more modern, more distinctive. Longer, lower, wider — right up with the world's latest fashion trends. ***Finer, safer, more comfortable feeling on the road.*** Longer wheelbase, wider track — Zephyr is absolutely stable giving road-hugging smoothness on any surface. ***More "zip" with oversquare engine performance.*** Zephyr is the most powerful car in its class — its 25.4 h.p. overhead valve engine develops 80 b.h.p., and gives constant fuel economy.

Zephyr-Six

Your FORD Dealer invites you to take a "Know-why-it's-better TEST-DRIVE"!

174 FZ445-RD

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

History of The Car Radio

In 1930, early car radios were first introduced by two entrepreneurial brothers, Paul and Joseph Galvin. The Galvin's named their first radio the Motorola, a combination of the words "automotive" and "Victrola" (the early name for machines that played records). Eventually, the Galvins' early company, evolved into the telecommunications giant Motorola Inc.

The Galvin car radio cost $130, equivalent to roughly $1,500 nowadays. The system used vacuum tubes powered by a single battery and depending on your location; you could listen to the hits of the day on a hissy AM radio. The AM radio remained the standard in America until the early 1950s.

In 1952, a German company, Blaupunkt, released the first ever FM radio that was also car-ready. A year later, Becker's Mexico would introduce an AM/FM radio which would become the vehicle standard for many years to come.

Trial and Error: 1950s and 60s

The 1950s saw a growing versatility in the way music was being heard in the automobile. With this came a lot of experimentation and some noteworthy attempts at blasting tunes in a moving vehicle. In 1956, Chrysler introduced the first (and only) in-car phonograph, named the Highway Hi-Fi. The phonograph was equipped with a miniature turntable mounted on the bottom dash on the passenger's side, directly connected to the car's electronic system.

Chrysler-made 7-inch records, all under a special contract from Columbia Records that could be played by flipping a switch which enabled the turntable to slide out from under the dash. Although interesting, Chrysler's Highway Hi-Fi did not work very well since the record skipped every time there was even the slightest bump on the road. After Chrysler's failure, no further attempts at changing the way people listened to music in cars occurred until the early 1960s.

The breakthrough, which would establish the standard in audio-car systems for the next 25 years, came when engineer and entrepreneur, Earl "Madman" Muntz, pioneered a new system based on 4-track technology used in audio recordings. Originally called the Stereo-Pak, Earl was quick to realize the potential for 4-track cartridge technology for car stereos since the track would not skip. He developed the Autostereo, brilliantly advertised through a marketing campaign that fit into the swing of the early 60s. For the first time in history, drivers had the freedom to select their own listening experience.

Improvements and expansions on Muntz' original idea were quickly developed, including the 8-track cartridge system (developed by the one of the inventors who had worked on the original Motorola nearly three decades earlier). By 1964, Phillips launched the first ever compact cassette, even though it would not gain in popularity until much later, as the more cumbersome 8-track would become the standard for nearly a decade due to its simplicity and low cost.

The Age of Cassette Tapes: 1970s and 80s

Slowly but surely, the smaller cassette tapes quality improved, eventually replacing the larger 8-track. With the advent of the Walkman, developed by Sony in 1979, Cassette tapes became the standard, as an individually-created playlist could be made for the first time. By the late 1970s, the need to pump up the volume also took hold, and people began to wonder why in-car stereo systems were limited to single-speaker, monophonic systems. Also, car manufacturers began promoting the option of customization of the vehicle before purchase.

For the first time, audio systems as a full spectrum listening experience came into focus. But the development of in-car systems happened slowly.

First car companies began selling higher-quality speakers that drivers could install themselves, in addition to pull-out cassette receivers. Eventually, cars quickly developed room for multiple speakers mounted throughout the car's interior. This led the way to breakthroughs in the quality of sound systems which came closer to the output capabilities of at-home speaker systems. Pioneer would first introduce their Supertuner, equipped with advanced circuitry, reception and tuning capabilities in 1976. This advancement came at the same time highly customizable aftermarket systems began to appear.

Compact Disc Revolution: Late 80s and 1990s

By the early 80s, just as everyone got comfortable with their audio set-ups, Philips and Sony began developing the prototype for the 90s-ubiquitous compact disc or CD, marketed commercially for home use starting in 1982. Pioneer developed the first ever car CD-player in 1984: the CDX-1. The CDX-1 sharply improved sound quality compared to anything else on the market. The CDX-1 instantly became a huge hit due to its crystal-clear sound and ability to track-skip. The public liked the fact that the sound quality of CDs, unlike in cassette recordings, did not wear out over time.

By the mid-90s, multi-disc CD changers gave listeners the ability to switch between 10 CDs at a time. A cultural phenomenon to achieve ultimate sonic experiences took hold with elaborate, customizable sound systems.

Digital and Beyond: 2000 – Present

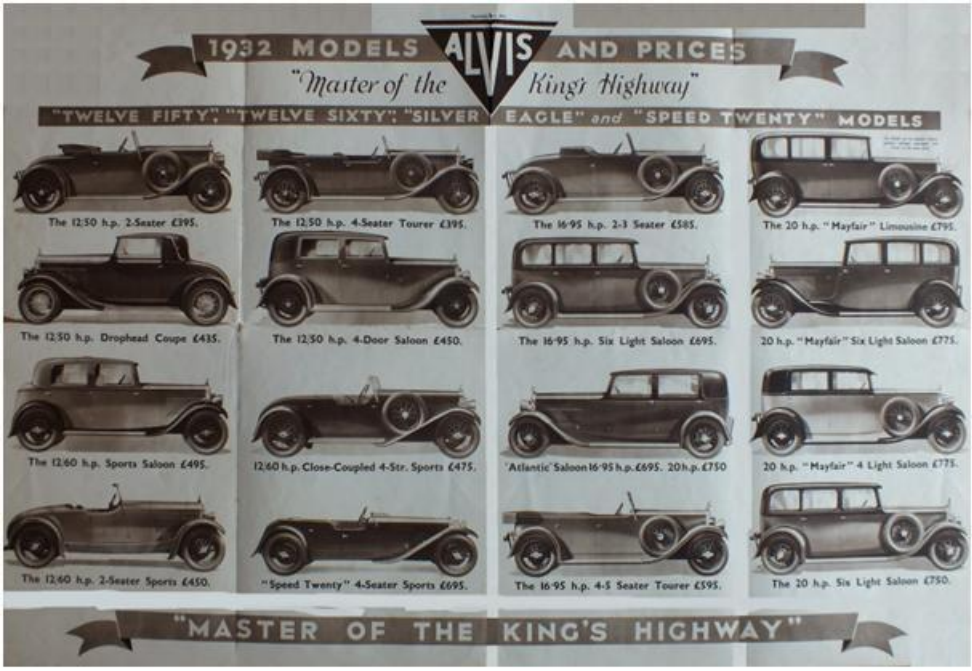
By the year 2000, MP3 Players, with their ability to store thousands of hours of songs on one single portable device, revolutionized the way people thought about listening to music. The big question is "What's Next ?"

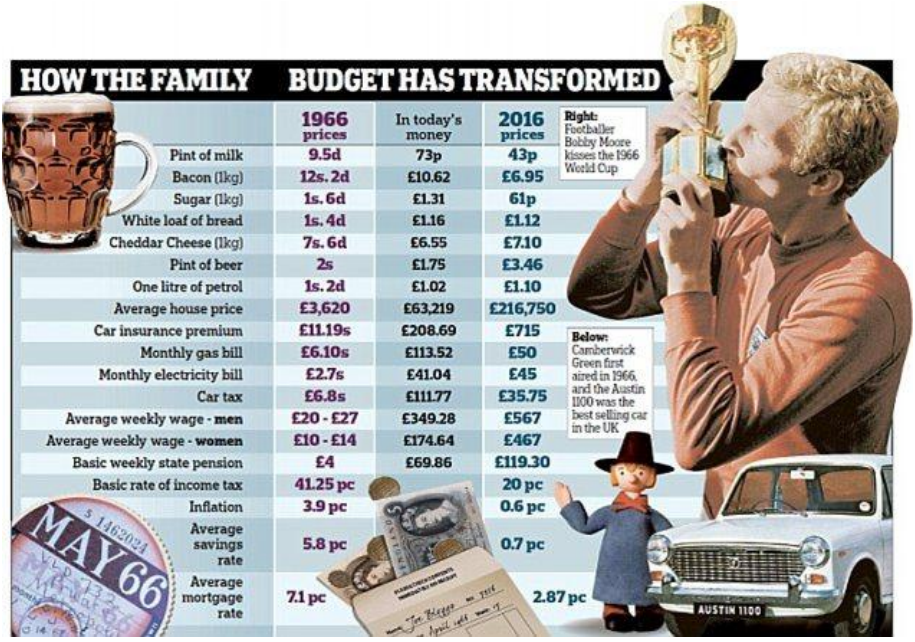
Two Kids Arrested
The police arrested two kids yesterday, one was drinking battery acid, the other was eating fireworks. They charged one and let the other one off.

Lorry & Bus Accident
A cement mixer and a prison bus crashed on the motorway.
Police advise the public to be on the lookout for a group of hardened criminals!

Sign Of The Times !

Prices Gone By !





London to Sydney Marathon

The original 1968 Marathon was the result of a lunch in late 1967, during a period of despondency in Britain caused by the devaluation of the pound.[1][2] Sir Max Aitken, proprietor of the Daily Express and two of his editorial executives, Jocelyn Stevens and Tommy Sopwith, decided to create an event which their newspaper could sponsor, and which would serve to raise the country's spirits. Such an event would, it was felt, act as a showcase for British engineering and would boost export sales in the countries through which it passed.

The initial UK£10,000 winner's prize offered by the Daily Express was soon joined by a £3,000 runners-up award and two £2,000 prizes for the third-placed team and for the highest-placed Australians, all of which were underwritten by the Daily Telegraph newspaper and its proprietor Sir Frank Packer, who was eager to promote the Antipodean leg of the rally.

An eight-man organising committee was established to create a suitably challenging but navigable route. Jack Sears, organising secretary and himself a former racing driver, plotted a 7,000-mile course covering eleven countries in as many days, and arranged that the P&O liner S.S. Chusan would ferry the first 72 cars and their crews on the nine-day voyage from India, before the final 2,600 miles across Australia.

Roger Clark established an early lead through the first genuinely treacherous leg, from Sivas to Erzincan in Turkey, averaging almost 60 mph in his Lotus Cortina for the 170-mile stage. Despite losing time in Pakistan and India, he maintained his lead to the end of the Asian section in Bombay, with Simo Lampinen's Ford Taunus second and Lucien Bianchi's DS21 in third.

However, once into Australia, Clark suffered several setbacks. A piston failure dropped him to third, and would have cost him a finish had he not been able to cannibalise fellow Ford Motor Company driver Eric Jackson's car for parts. After repairs were effected, he suffered what should have been a terminal rear differential failure. Encountering a Cortina by the roadside, he persuaded the

initially reluctant owner to sell his rear axle and resumed once more, although at the cost of 80 minutes' delay while it was replaced.

This left Lucien Bianchi and co-driver Jean-Claude Ogier in the lead ahead of Gilbert Staepelaere/Simo Lampinen in the German Ford Taunus, with Andrew Cowan in the Hillman Hunter 3rd. Then Staepelaere's Taunus hit a gate post, breaking a track rod. This left Cowan in second position and Paddy Hopkirk's Austin 1800 in third place. Approaching the Nowra checkpoint at the end of the penultimate stage with only 98 miles to Sydney, the Frenchmen were involved in a head-on collision which wrecked their Citroën and hospitalised the pair.

Hopkirk, the first driver on the scene (ahead of Cowan on the road, but behind on penalties) stopped to tend to the injured and extinguish the flames in the burning cars. Andrew Cowan, next on the scene, also slowed but was waved through with the message that everything was under control. Hopkirk rejoined the rally, and neither he nor Cowan lost penalties in this stage. So Andrew Cowan, who had requested "a car to come last" from the Chrysler factory on the assumption that only half a dozen drivers would even reach Sydney, took victory in his Hillman Hunter and claimed the £10,000 prize. Hopkirk finished second, while Australian Ian Vaughan was third in a factory-entered Ford XT Falcon GT. Ford Australia won the Teams' Prize with their three Falcons GTs, placing 3rd, 6th and 8th.

Ian Vaughan's Ford Falocn.

Andrew Cowham's Hillman Hunter.

The First Car to Run on a British Road

There are a number of claims and counterclaims for the first motor car to appear on the road in Britain.

It is now generally accepted that the Hon. Evelyn Ellis was the first when he imported a Panhard et Levassor into Britain in June 1895 and undertook his famous journey from Micheldever in Hampshire to his home at Datchet in Berkshire. For some time it was claimed that a 2hp Benz Velo imported by Henry Hewetson in November 1894 was the first in Britain, but it is now believed this did not take place until later in 1895.

By the end of 1895, following further importations, it was estimated that there were 14 or 15 cars on Britain's roads – a figure which had increased dramatically by 1900 to approximately 700 – 800! The million mark for private cars was reached in Britain in 1930, with 10 million in 1967.

Fredrick William Bremer, a plumber and gas fitter, built the first British four-wheeled petrol-engined motor car. Starting work in 1892, when he was 20, the still incomplete car made its first run on a public highway in December 1894. Edward Butler of Newbury patented his Petro-Cycle in 1884 and had one running by 1888. He abandoned his plans to build production versions of the single-seat tricycles due to the 'Red Flag' Act.

John Henry Knight of Farnham was an engineer and enthusiastic inventor with a keen interest in photography and locomotion. With the help of engineer George Parfitt, in 1895 he created the first purpose-built, petrol-driven, three-wheeled car to be run on the roads of Britain. In order to improve stability, a fourth wheel was added the following year. This pioneering British car is on display at the National Motor Museum.

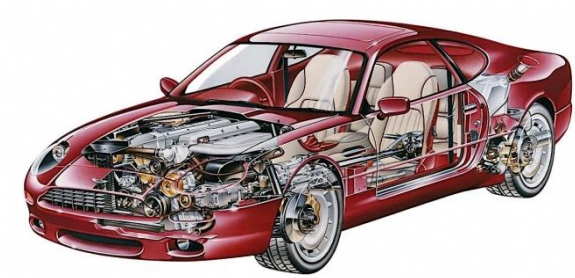
Cycle makers Charles and Walter Santler of Malvern Link, Worcestershire, built a steam car in 1889 which was subsequently fitted with a single-cylinder gas engine and then rebuilt again with a single-cylinder 'petrol' engine in 1894. Santlers went on to build several other cars between 1897 and 1913 when they launched a range of light cars for general sale.

Frederick Lanchester started work on a four-wheeled petrol car in 1895 which was successfully tested on the road in early 1896. The Lanchester Engine Co. commenced building production cars in 1899. Work on the first Lanchester car had been started in 1895, significantly designed from first principles as a car, not a horseless carriage, and it ran on the public roads in February or March 1896. It had a single-cylinder 1306 cc engine with the piston having two connecting rods to separate crankshafts and flywheels rotating in opposite directions giving very smooth running. A two-cylinder engine was fitted to the same chassis in 1897 and a second complete car was built alongside it. This led on to the first production cars in 1900, when six were made as demonstrators. These had two-cylinder, 4033 cc, horizontal air-cooled engines, retaining the twin crankshaft design. Steering was by side lever (or tiller) not wheel. The gearbox used epicyclic gearing. The first cars were sold to the public in 1901. In 1902 Lanchester became the first company to market disc brakes to the public. They were mechanical and on the front wheels only. The discs were very thin and made of a very soft metal like brass. Although probably leaving much to be desired, they completely fit the definition of a disc brake, and beat all others to market by many years. The Lanchester company was purchased by the BSA Group at the end of 1930, after which its cars were made by Daimler on Daimler's Coventry sites. So, with Daimler, Lanchester became part of Jaguar Cars in 1960.

The Lanchester phaeton exhibited at the Automobile Club Show, June, 1899.

Flat Battery !!

Jump starting a car may not be something that every car owner has had to do, but it's certainly a concept that most of us are familiar with: Your car won't start so you get another one that will, connect the jump leads to your engine, start it up and off you go right? Well, there was a story in the Telegraph recently that might make you rethink grabbing the jump leads – especially if your car happens to be classic.



A guy's Aston Martin DB7 had a flat battery a day after a 200-mile run. Luckily he had a BMW 730i on hand to jump start to the Aston. However, after connecting the jump leads to both batteries, and starting both cars, an almighty fire broke out.

So What Went Wrong ?

After a frantic call to the RAC and a thorough assessment of the situation, it was revealed that the jump leads had been connected correctly. But the problem was something else. The aluminium cores on the leads could not handle the amps generated by a modern alternator. And the Aston's battery was too flat to cope with the huge charge-up generated by the BMW, which had (rightly so) detected a flat battery and was firing out the amps to charge it up. Both prized cars could have quite literally gone up entirely in smoke. Luckily both cars survived and could be repaired, but it's a story worth considering next time your classic car has a flat battery.

Advice on jump starting a classic car safely

- Check the condition of the jump leads and both batteries for signs of rust, corrosion or damage. If any of these are present don't attempt a jump start as you could hurt yourself or damage either one of the cars.
- Connect everything without the cars started and allow the battery to acclimatise.

- If you are trying to jump start an old, classic car, be very careful that you are dealing with the same wiring polarities, as many of them have positive earths.
- Run the engine of the working car and switch off after 10 minutes. Then disconnect the leads and try to start the car with the poor battery to avoid overloading it.
- It's always worth checking a cars voltage before you attempt to jump start as the vehicle must be started with a battery with the same voltage.

Did You Know !

- In Switzerland, it is illegal to slam a car door after 10 p.m. So, if you're planning on visiting Switzerland anytime soon, be sure to plan your door slamming accordingly.
- 35% of the world's population drives on the left side of the road. The other 65% is incorrect.
- Most car horns honk in the key of F.

- The four overlapping rings of Audi represent the four manufacturers of Auto Union: Audi, Horch, DKW, and Wanderer.
- The highest vehicle mileage ever was achieved by 77-year-old Irv Gordon in his 1966 Volvo 1800S. By mid-2014, he had driven more than three million miles, averaging as much as 100,000 miles a year.
- Around 65% of all Rolls-Royce cars that were ever built are still on the road.
- In 1900, 38% of all cars were electric.

Newsletter 'For Sale' Adverts

For Sale

MGB GT: Registered 1st. January 1982. 26,000 miles. Inca Yellow bodywork with a black vinyl interior and black bumpers.

Recent alloy road-wheels with tyres fitted. Mota-lita wood rim steering wheel, modern 'classic' music system, Goodrich 'classic' stainless flexible hoses, new master cylinder, recent front pads and discs. Stainless steel exhaust. LED front and back side lights, reverse light and rear fog light (built in). Alloy rocker cover. Original rocker cover and steering wheel will be with the car and a spare master cylinder. Fitted with a 123 programmable electronic distributor and K&N Filters. Carbs rejetted to suit. Note: The original X reg. number will be back on the car, the personal number is not included.

£7695.00. - Contact: Mike Jones – 01792 362281

SHVR CLUB EVENTS 2020

August 26th **SHVR Pub Run -** Pont Abraham 6.45pm
31st **Singleton Show ?? – *Setup on Saturday and Sunday, Show on Monday***

September 5th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
21st **SHVR Clubnight**
30th **SHVR Pub Run -** Pont Abraham 6.45pm

October 3rd Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
19th **SHVR Clubnight**
25th **SHVR Lunch Run -** Pont Abraham 11:00 am

November 7th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
16th **SHVR Clubnight**
29th **SHVR Sunday Lunch Run -** Pont Abraham 11 am

December 5th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
14th **Minced Pies Night**

CLUB EVENTS 2021

January 2nd Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
18th **SHVR Clubnight**
31st **SHVR Sunday Lunch Run -** Pont Abraham 11 am

February 6th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
15th **SHVR Clubnight**
28th **SHVR Sunday Lunch Run -** Pont Abraham 11 am

March 6th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
15th **SHVR Clubnight**
28th **SHVR Sunday Lunch Run -** Pont Abraham 11 am

Swansea Historic Vehicle Register

MEMBERSHIP APPLICATION FORM

Membership fee is £20 per year, January to December. This includes a monthly copy of the SHVR magazine available on club nights or otherwise by post. The club organises various events for the benefit of members including, Auto Jumble, Static Displays and Shows, Local Car Runs, SHVR Tour to Ireland, Monthly Club Nights, Summer Barbecue and Christmas Buffet. The SHVR magazine includes Reports on Shows and Events, List of known Forthcoming Events in South Wales, Motoring Articles and Features, Club News and Free Members' Advertisements.

Full Name:			
Address: Postcode:			
Telephone No: E-mail:			
Car Details	Car 1	Car 2	Car 3
Year:			
Make:			
Model:			
Reg No:			
I would like to become a member of SHVR and enclose my Membership fee of £20 (Cheques payable to SHVR Ltd)			
Signature: Date:			
Please post the completed form with **SAE** to: SHVR Ltd, 19 Lambourne Drive, Newton, Swansea. SA3 4UW Tel No: 01792 362281			

S.H.V.R. Ltd. Reg. No. 4167559