S.H. V.R

THE SWANSEA HISTORIC VEHICLE REGISTER

September 2020

A Member of:

Swansea Historic Vehicle Register Ltd.

Registered Number 4167559

www.shvr.co.uk

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Cover picture:

Patrick Patterson's Zephyr Six at Pont Abraham on Drive It Day.

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Editorial

So, we were nearly back up and running, however with the latest legislation we have had to take a step back. Just when things were looking up. What was good to see was our members bringing out their cars so it was a bit like old times. We had good turnouts for the August Clubnight, the Evening Meal Run and the Drive It Day Run. The next Clubnight has unfortunately had to be cancelled. Let's hope that this is short term.

We've been liaising with Chris Thomas since our previous president Johnny Thomas is in hospital with Delerium. The latest news is that Johnny is better and may be back to 80% in a few months. I think the stress is also getting to his wife Binks who is also in hospital. Our thoughts and wishes go to both of them for a quick recovery, we'll keep you updated.

I spoke to Mike Jones earlier and we are planning another road run and picnic for the last Sunday in September. The Run will start at Pont Abraham at 10:30 leave at 11:00 and finish at Dinefwr Park in Llandeilo for a picnic. Entrance to the Park is £5 per car which gives you access to all the park and Dinefwr Castle. Newton House will be closed. Bring along your picnic and tables. Please contact Mike Jones or myself if you are going to join us. And fingers crossed on the weather, if it is bad we can't really all go indoors !

It would help if you can check that Mike Jones has your e-mail details so that he can keep you all updated. Just send an e-mail to muckles.19@ntlworld.com with your name and phone number.

The 'Social Distancing' evening run on the last Wednesday in September has also been cancelled. We are back in a bit of a limbo on indoor events until such time as the law changes.

SHVR TEMPORARILY STARTS UP AGAIN

Dunvant Rugby Club were able to open their doors subject to social distancing as approved by the Welsh Assembly Government and were keen that we should try a club meeting in an attempt to get back to some kind of normality. With that in mind we decided that we should hold a clubnight on the 17th after contacting as many members as we could.

Under normal circumstances it would have been a usual clubnight anyway. We had agreed to use the main bar to accommodate more socially distanced members and the rugby club had laid out the tables and chairs accordingly, but how many would turn up. That was the question we couldn't answer. As it turned out we had a good number turn up and the layout of the bar worked well, with everyone well distanced but together enough to allow conversation with neighbouring tables.

We even managed to hold our clubnight raffle with a well-stocked table of goodies, although some people took a bit of persuading that some old magazines constituted a good prize. Luckily, Patrick Pattison had gone home early, feeling rather poorly and had left his tickets for us to check. Unluckily for him, it was one of his tickets that won the coveted selection. At least that is our story and we are sticking with it. Well done Pat!

With a section of the car park cordoned off for outside gatherings, it was a case of parking along the boundary fencing as best we could. At least it gave us a chance to have a chat in the open before going in the clubhouse. A nice turn up was Nick Adams with his recently acquired Austin Seven Box Saloon, an immaculate example and one I am sure he will have a lot of enjoyment out of. We will be back to meetings on the third Monday of the month unless there are any developments which change things again.

Kevin Harris Memorial Run

As a mark of respect to a close friend, Garry Davies who was Kevin's best-man, organised a short road run and meet up. The run left from the transport café at Penllegaer to the carpark at Bracelet Bay in Mumbles, through town and along the Mumbles Road to Mumbles.

Although the weather was not really co-operating on the day, the turnout at the carpark was very good. A large number went straight to the finish point but the convoy was well supported and made a grand entrance to the carpark. The display of cars on show was a fitting tribute to Kevin, I am sure he was looking down enjoying the varied cars on offer. It was nice to see his Vauxhall Velox there, driven by his daughter who now owns the car.

'Billie' is still in the family.

A De Lorean braves the drizzle

Some of the American vehicles on show.

A very clean Karmann Ghia, rare today.

Farwell Kevin, rest in peace. It was good to know you.

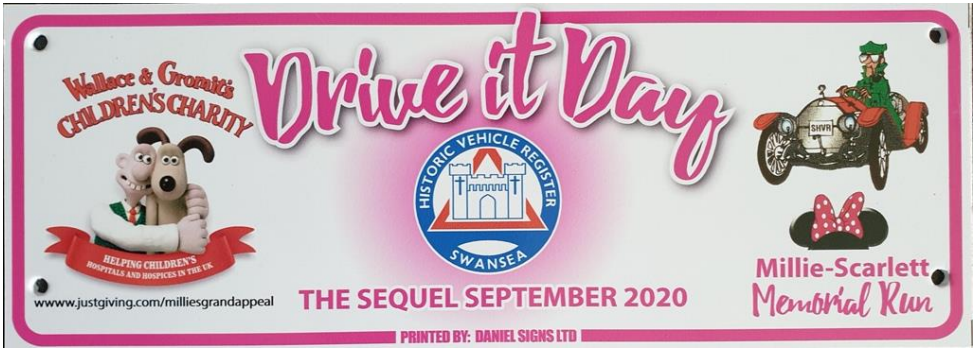
Mike Jones

August Evening Run

Over 20 members made the journey to the Angel at Salem for the August Evening Run. Luckily, following storm Francis the weather had settled down and it was a very pleasant evening. Members that lived locally in the Llandeilo area made their way direct to the pub rather than doing a detour via Pont Abraham where the Swansea based members had convened. This was going to be the first outing of the Mk2 in over five years following restoration, so from our perspective there was an element of trepidation in case there were teething problems. As it was, all went well, particularly the Mk2, once you overcome the fundamental issue of reverse being very close to second when you are changing down.

Probably due to the Government subsidy the Angel was fully booked so there was a bit of a wait for our meals which gave us more time to chat and catch up on things. The meals were well worth waiting for with plentiful amounts and good quality. This has set the new norm for pub runs, where we have to be a bit more co-ordinated and potentially pay a deposit, however thanks to the hard work by Christine, this had worked out well. There was hardly any traffic on the A40 as we headed home in the dark, which gave me a chance the stretch the Mk2's legs, something I now know that I have missed. The lightened flywheel and the new electronic distributor do make a difference. The floor-mounted headlamp dip, did take a bit of getting used to again.

A really nice evening out, highly recommended.



The weather was set fair so it was an open top day such that the XJS got an outing. We arrived at Pont Abraham to find a brace of Mikes (Palmer and Jones) on duty and doing what they both do well. Mike P later informed us that the Children's Charity fundraising had been very successful, such that they were very close to purchasing a third pod. The Charity was now being supported by Eddie Stobbard who had named a truck as part of the support. With the difficult times, we were pleasantly surprised to hear that there had been 27 entries, so the top car park at Pont Abraham (known as Posers' Parade) was quite full. There was also a very good mix of cars from Austin A35s, to Morris Minor's and an Armstrong Siddeley, all heavily polished and well presented.

Mike P collected £245 from the car entries (very generous entries) and some extra collections of £100. Hence in total the run collected £345 for charity, a fantastic result.

Chris Thomas arrived just in time with his latest acquisition which was a 1925 Bentley 4½. He had stopped on the way to change one of the wheels following a puncture, which had caused the delay. Following a multitude of chats, it was time for the raffle which consisted of a multitude of prizes. All too quickly it was time to depart on the route to the Welsh Air Museum. Leaving the services, we took the third exit on the roundabout along the M4 towards Pyle. We enjoyed a pleasant run with the top down, forgetting about the rain earlier in the week. Turning towards Pyle we travelled along the old roads through Ewenny, wick towards the 'new for us' venue at the Wales Air Museum, where a reserved area had been set aside for us to park together and enjoy our picnics. With a reduced entrance fee to the aircraft displays, most of us enjoyed a walk around the various displays, some of which you could sit in.

Sausage roll anyone.

Lots to see & explore.

A Shackleton being restored

Fleet Air Arm Gannet, massive close up

A brilliant day out, good weather, good company and a nice run in the sunshine. What's not to like? Thanks to Mike Palmer for organising our day out. Where next?

Steve M & Mike Jones

September 10, 1897 – The first DUI Arrest

Any unlucky passenger riding in 25 year old George Smith's London cab on this day in 1897 may not have received the safe transport they were looking for. Instead, they may have witnessed the first arrest for driving an automobile drunk. It wasn't difficult for police officers to identify their suspect, as Smith had done a bit more than just swerve over the yellow line. Police arrived to find that he had smashed his cab into the side of a building. Smith was arrested and ultimately pleaded guilty to driving under the influence of alcohol. He was fined 25 shillings. There is no record of him operating an unregistered taxi cab, as it wasn't until December 6, 1897, that London became the first city in the world to introduce licensed cabs. While Smith admitted his guilt, it wasn't until 1931 that police had a reliable, scientific way of testing a person to see if they were in fact drunk at the scene. Its inventor, Rolla Harger, named the DUI testing machine the Drunkometer.

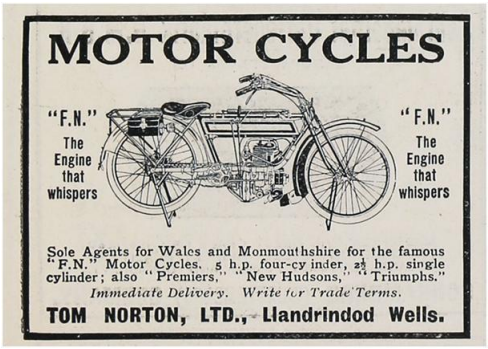
Welsh Motoring Manufacturers

Looking back on the early timeline for transport in Wales, it can first be traced back to pre-historic trackways, where the ancient Britain's hauled the bluestones from which they built Stonehenge in or around 2500BC. We then move on to the Roman roadways, the industrial revolution, and the turn of the 19 introduction of the first motor vehicles and aviation in Wales at the very start of the 20th century. The seven-mile Pendine Sands is part of motoring folklore, specifically the land speed records in the 1920's by Malcolm Campbell and John Parry-Thomas, who died during the attempt in 1927. All of which can be found at the Pendine Sands. Museum. However there are few Welsh Motoring Manufacturers, some of which are listed below.

Ganarew Cycle Co. - Monmouth

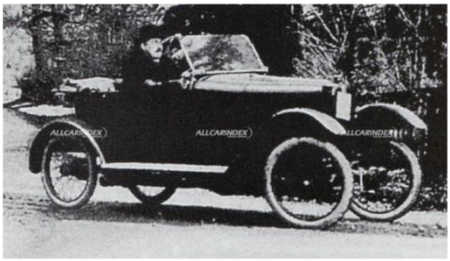
Ganarew was a motorcycle produced in 1903 by the Ganarew Cycle Co of Priory Street in Monmouth. The company offered a motorcycle with a two-speed gear and, possibly, a Clement-Garrard engine. Fitted into strengthened cycle parts, the machine would have been assembled to meet local demand. They also went on to produce tri-cars and small cars.

Norton Cycle Company. - Llandrindod Wells



Tom Norton (1870-1955) of the Automobile Palace, (later the national cycle collection) was a pioneer cyclist and local businessman who opened premises at the High street Llandrindod Wells in 1899. He sold Raleigh, Premier and singer made bicycles and later opened a large motor business in Temple street. From the new premises which he built in 1919 (The automobile Palace), he sold cycles, motorcycles, motor cars and even aircraft. In 1913 he produced an automobile.

Gwalia Cars (Stanfield Ltd)



The company produced a 9 HP car in 1922. The engine came from Alpha, it had a 3-speed gearbox, which had an open body and carried 3 people. Production ended later that year.

Kieft Cars. - Bridgend

Kieft Cars, founded by Cyril Kieft, was a British car company that built Formula Three racing cars and some road going sports cars in a factory in Derry St, Wolverhampton. Cyril Kieft was born in Swansea and spent his early working life in the steel industry. After the second World war (1946) he started up his own company Cyril Kieft & Co Ltd in Bridgend, Glamorgan making forgings and pressings including components for the motor industry. He had an interest in motor racing and when the Marwyn company, who had built Formula Three cars failed, he bought the designs and used them as a base for his own 500cc car.

Kitcher Special Newport

Constructed on a Rover chassis, these lightweight specials built during the 1950s and 1960s by Rowley Kitcher of Newport U.K. They were known as Kitcher Special and were built on 10hp and 12hp chassis both pre- and post-1936. They had a two-seater aluminium body with cycle wings and spare wheel mounted at the rear, they came with a hood and side screens. The lightweight aluminium body gave these specials a sporting performance.

According to Rowley Kitchers' son, who still has the last car which was built when his father was in his eighties, 14 Kitcher Rovers were built during the post war years. Several Riley, Talbot and even Bugatti specials were also built and his father's first special, built in the twenties, was a model T Ford converted to a three-wheeler and fitted with two gearboxes. This device was fearsomely fast and Dangerous. All Kitcher Rovers were based on the four-cylinder chassis of either pre-war 10s or 12s as they were more responsive to tuning and built up revs better than the sixes.

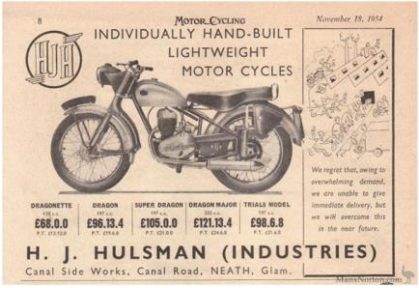
Bown Motorcycles – Tonypandy

Bown were motorcycles produced from 1950 to 1957. Until 1949 they built the autocycle for Aberdale of London, and in that year adopted the Bown name. 1950 Having revised their autocycle design, they used a 99cc Villiers 2F engine with a cradle frame fitted with blade girder forks and enclosing side panels below the petrol tank. 1951 The firm added a small motorcycle to their list. It had a 99cc two-speed Villiers 1F engine, neatly fitted into a frame with duplex downtubes and tubular girder forks.

1952 Those two models were joined by their Tourist Trophy which was fitted with a 122cc Villiers 10D engine and telescopic forks. 1954 Production stopped. In 1956-1957 the name returned for only two years, when it was used for an imported German moped with a 47cc Sachs engine.

H. J. Hulsman Motorcycles - Neath

HJH were motorcycles produced from 1954 to 1956 by H. J. Hulsman of Neath, Glamorgan. In 1954 a conventional lightweight machine was built, fitted with a 197cc Villiers 8E engine. In 1955 that model was joined by others using the 147cc 30C, and 224cc 1H engines. All models used some form of the name Dragon, Dragonette 150cc, Dragon and Super



Dragon (both 197cc), Dragon Major 225cc. There was also a trials model. The 1956 range was extended, but the company then ran into financial difficulty and closed in the October of that year.

Marcos GT – North Wales

Marcos was founded in Dolgellau, North Wales, in 1959, by Speedex cars' Jem Marsh with aerodynamicist Frank Costin. Costin had earlier worked on the De Havilland Mosquito fighter-bombers and from there he got the idea to use plywood for the chassis. The company moved to a converted mill in Bradford on Avon, Wiltshire, in 1963 and in 1971 they relocated to a £125,000 purpose-built factory at nearby Westbury.

Problems with exporting cars to the US and the move to the expensive new premises led to financial troubles, and in 1971 Marcos went out of business. In July 1971 it was reported that the Rob Walker Group of Companies, a principal dealer, had acquired the stocks and assets and established a new company, Marcos Ltd. The new owners said production would continue, albeit, at least in the short term, only for the UK market, but it is not clear whether any additional cars were built. Although Marcos dealers in the UK had been heavily discounting new cars since the end of 1970, and Motor magazine reported at the time of the collapse that the company's stock of 35 unsold cars in the United States had to be "liquidated", there may have been a substantial stock of new cars still looking for buyers.

One Saturday in June 1972, what was described as "a cash jumble sale of Marcos bits – prototype and shop-soiled components, benches, tools..." took place at the "old Marcos Cars factory" at Westbury. The sale was occasioned by the company's reorganisation and move to a smaller factory.

Marsh stayed in the car business and bought back the rights to the Marcos name in 1976. In 1981 the brand was relaunched with the Marcos V6 Coupé, which was sold in kit form. The design evolved to incorporate both Rover and Ford V8

engines, as well as moving from kit cars to entirely factory-built cars (from 1992), before the company went bankrupt again in 2000.

Canadian entrepreneur Tony Stelliga formed Marcos Engineering with Jem Marsh, and revived production in 2002. Race car production was relocated to the Netherlands while road car production moved to Kenilworth, Warwickshire, England. By 2005, most of the designers from near-to-bankrupt TVR had joined the company.

On 9 October 2007 it was again announced that Marcos would cease production and go into voluntary liquidation. The design property rights, drawings, jigs and car history files were bought by Marcos Heritage Spares Ltd, owned by Rory MacMath, who had worked closely with Jem Marsh on all the Marcos cars.

Davrian – Tregaron

Davrian cars were built by Davrian Developments at 65 North Street, Clapham in London, England, from 1965 to 1976, in Tregaron, from 1976 to 1980 and Lampeter, Dyfed, from 1980 to 1983.

Adrian Evans (d. 1992), a structural engineer and the car's designer, built a series of cars called Davrian from 1965, based on components from the Hillman Imp, including the front and rear suspension, the 875 or 998 cc (53.4 or 60.9 cu in) aluminium alloy Hillman Imp engine which was Coventry Climax-based and the Imp transaxle.

In 1967, the design had settled to a 2-seat glass fibre monocoque coupé, officially called the Davrian Imp and series production started with a company being formed called Davrian Developments. The cars were sold in kit form. Over time,

a variety of power units were offered including the Mini-engined Davrian Demon (mid-mounted), Volkswagen Beetle Type 1 (rear-mounted), Renault (rear-mounted) and Ford Fiesta (mid-mounted). The car weighed in at 8 cwt or 400 kgs

Over the years, a series of improvements led the cars to go through Marks 1 to 8. They proved very popular in amateur hands as rally and circuit racing cars. In 1980, the Mk8 was offered as a complete car called the Davrian Dragon. This was mid-engined and used Ford Fiesta components and engine. The company was insufficiently capitalised for this operation, and went into receivership in 1983. This car was subsequently re-launched as the Corry and the earlier more basic versions continued being made in the same premises but under new ownership as the Darrian.

Gilbern Sports Cars Ltd, - Llantwit Fardre

Gilbern GT

Gilbern Sports Cars (Components) Ltd was founded by Giles Smith (previously a butcher, who died in 2003) and Bernard Friese, a German engineer with experience in glass fibre mouldings, and was one of the few cars to be made in Wales. Friese had made a one-off car for himself and the two partners used this as the basis for the first Gilbern car. The premises were a tiny workshop in Church Village, Pontypridd but when production started the business moved to a new location at the old Red Ash Colliery at nearby Llantwit Fardre. The cars were available at first only as kits, but later complete cars were also available.

The name, Gilbern, was a combination of the first three letters of the name of founder Giles Smith and the first four letters of the name of his co-founder Bernard Friese. Gilberns have often been entered in competition at the Wiscombe Park Hillclimb, first appearing there in 1962 in the hands of an Aston Martin Owners Club member. The Society of Motor Manufacturers and Traders accepted Gilbern as a member in 1965, and the company was permitted to operate a stand at the British International Motor Show at Earls Court thereafter.

Gilbern Genie

In 1968, following a search for a cash injection, Gilbern was taken over by Ace Capital Holdings Ltd, whose main business was the manufacture of slot machines. Following the takeover Giles Smith left the company to be replaced by Mike Leather and Maurice Collins as joint managing directors. In 1970 Ace was bought by entertainment group Mecca Ltd, who sold the company to Maurice Collins; in 1972 he in turn sold it to Mike Leather.

The cars were expensive for the time and became more so with taxation changes that added Value Added Tax to kit cars. Production ceased in 1973. A one-off concept car, the T11, was produced, just prior to the company's closure, and was restored in 2009–10, appearing in some classic car articles in early 2010.

Aston Martin – Cardiff Airport

The first Aston Martin model stamped with the "Made in Wales" marque was officially unveiled to the world's motoring press at a global launch in Beijing in November 2019. The Aston Martin DBX is the iconic car manufacturer's first luxury SUV model and carries a price tag of around £160,000 (US$189,900). It becomes the first vehicle to be manufactured in Wales in almost 50 years.

In 2016 Aston Martin announced it had selected St Athan for its second manufacturing facility as part of a £200M investment in new products and facilities. The new manufacturing centre was secured with support from Welsh Government against fierce competition from more than 20 other potential locations worldwide. The luxury car brand has previously announced that its new manufacturing facility at St Athan will become the brand's centre for electrification and the home of the Lagonda brand, the world's first zero-emission luxury marque.

The police came to my front door last night, holding a picture of my Wife.
They asked "Is this your Wife Sir?"
Shocked, I answered "Yes!".
They said "I'm afraid it looks like she's been in a car accident".
I said "I know but she has a lovely personality and she's good with the kids!"

I was reading an article last night about fathers and sons and memories came flooding back of
the time I took my son out for his first pint.
Off we went to our local which is only two blocks from the house.
I got him a Fosters, he didn't like it – so I had it.
Then I got him a Carling Black Label, he didn't like it, so I had it.
It was the same with the 1664 Lager and Premium Dry Cider.
By the time we got down to the whisky I could hardly push the bloody pram back home.

Morris Minor 1000

Early Minors require some dedication. The earliest MMs are thoroughly charming, but remarkably slow. The Series II is a little perkier, but that's more down to short gearing than anything – travelling at more than 45mph is quite painful, even more so in a Traveller. So, go for a later Minor 1000 for a more comfortable life. A faster speed is achievable, and you can really begin to enjoy the wonderful steering and fabled handling. Do be warned though – the simple 'cart spring' rear axle is not in the same league as Issigonis' front suspension design, and it is possible to unsteady it if you corner too hard. There are also a great many modifications out there – braking is one area that the Minor never really excelled. However, piloting a Minor really is one of life's true pleasures.

VITAL STATISTICS - Morris Minor 1000

- Engine 1098cc/4-cyl/OHV
- Power (bhp@rpm) 48bhp@5100rpm
- Torque (lb ft@rpm) 60lb ft@2500rpm
- Top speed 77mph
- 0-60mph 25sec
- Consumption 35mpg
- Gearbox 4-spd manual

WHAT TO LOOK FOR

BODYWORK & CHASSIS

Corrosion is far more costly to remedy than mechanical faults. Start right at the front. The crossmember behind the front valance carries tied rods to secure the front suspension. Check for rust but also poor plating repairs. During 1950-1951,

raised headlamps were phased in; lighting was improved but new rust areas created. Check for bubbling beneath the paint, though some cars may wear glassfibre wings – the fit of which can be variable. Door bottoms are very easy to check.

A repair section is only £20, but that cost will rise significantly if you're paying someone to fit it and repaint the door. Check the sill too, and give the carpeted inside edge a good squeeze. You should definitely check the floors, which will also give a feel for whether the car leaks. Underneath, there is a crossmember that runs the full width of the car: examine this carefully, below and above, and the chassis rails that run forward from it, either side
of the engine.

Returning underneath, check the rear chassis rails, which are closer to the edge of the body than those at the front. Suspension spring hangers also need close inspection, and check for broken leaf springs while you're under there. ESM sells a replacement spring hanger section for £34. The boot floor often rots just behind the bumper, and check the inner wings too. Watch also for bubbling around the seams for the rear wings.

ENGINE

Initially, the Minor used the 918cc sidevalve engine from the Morris Eight. Listen out for tired bearings and watch for blue smoke, though it's a very easy engine to work on. As a result of the merger between Austin and Morris in 1952 to form BMC, the Minor received Austin power that year – the first 803cc incarnation of the fabled A-series engine. It isn't that good to be honest, with white metal crankshaft bearings that do not appreciate long high-speed journeys. Listen out for deep knocks from the bottom end. Many Series IIs have received later engines, but not always the longer-legged gearboxes that went with them. The '1000' 948cc and 1098cc engines are much stronger, the latter accompanied by a stronger gearbox too. There's no first gear synchromesh on any Minor, but the 1000 used a remote gear lever. Check the other gears for an easy change and listen out for excessive transmission whine over and above the usual (and extremely familiar) Minor tune.

INTERIOR

Travellers naturally need a thorough check of the wood. Look for dark patches suggesting that moisture has got in. Check any iffy-looking areas for softness. Some sections can be replaced fairly easily, but a complete overhaul won't leave much change from £3000.

The sports car came round the corner at about 60mph, skidded wildly and toppled into the ditch. The driver and his girlfriend, both unhurt, clambered out and putting his arms around her he said 'are you alright darling?' She pushed him away and snapped angrily, 'Why couldn't you just run out of petrol like the other fellows do ?'

Did You Know !!

- Australia's Highway 1 is the longest road in the world, stretching more than 9,000 miles. But Britain could be linked with America (well, Alaska) by road as part of a mooted project to create the world's longest superhighway spanning half the circumference of the globe.
- The most dangerous road in the world is in Bolivia. The North Yungus Road, a 35-mile stretch between La Paz and Coroico is also known as Death Road as the single-lane track is estimated to take the lives of around 300 travellers each year.
- The first musical road, the Asphaltophone, was created in 1995 in Denmark. It is made from a series of raised pavement markers, placed at intervals so that as a car drives over them, vibrations caused by the wheels can be heard inside. And it plays the same tune for a Ferrari as a Micra
- Motorists drive less closely to oncoming cars on roads without centre-line markings.
- Up to 70 per cent of people on urban roads are looking for a parking spot, and one in five urban crashes is related to a search for parking.
- More than 80 per cent of traffic in a typical city runs on 10 per cent of the roads.
- The average driver looks away from the road for .06 seconds every 3.4 seconds.
- Latest data suggests that if all the UK's potholes were joined together, they would make a single hole measuring 295 square miles, or twice the size of the Isle of Wight. Road maintenance in England and Wales is said to be under-funded by £1billion per year, so at current levels, the average frequency for road resurfacing in England is once every 54 years. In Wales, once every 107 years.

Days Motor Group - 94th Anniversary

The company was started in 1926 by Mr. Charles Edward Manton Day thus the name C.E.M. Day Ltd. A name we sometimes abbreviate to Day's for simplicity. From small beginnings in 1926 they employed eight people in St. Helens Road, Swansea. During the difficult war years the company was run by Valerie Day. On returning from the war Geoffrey Manton Day M.C. (Jimmy Day) took over the running of the company during which time it expanded rapidly. Since Mr. Day's death in 1984 Graham Day has been Chairman and Managing Director, ably supported by his sister Miss Jill Day, Fellow Directors, Senior Managers and other employees. The company has remained in private ownership since 1926.

Now the company employs in the region of 600 people throughout South Wales, one of the largest private employers in the area. The history of the company has been punctuated by progressive development, expansion and success, resulting in the company today being the largest Welsh based dealer group within Wales and within the top fifty dealer groups nationally. With group turnover in excess of £200 million pounds sterling.

Since its inception Days has been at the forefront of change and innovation receiving many awards from both the manufacturer and other external bodies. In 1989 and 1996 through to 2011 they received the European Ford Chairman's Award for outstanding customer satisfaction, a total of 16 Awards with the last 15 being consecutive.

THE Vauxhall has just the look and it has just the performance-capacity that appeal to car lovers. Everyone admires the look of the 25 h.p. Vauxhall, with its Vauxhall-built Kington body.

It performs as well as it looks. It is noted for sweet running and tractability, and it is exceptionally dependable. There is no better car for real motoring.

Vauxhall
THE CAR SUPEREXCELLENT

Allow us to send you our catalogue giving full particulars

VAUXHALL MOTORS LIMITED, LUTON, BEDFORDSHIRE

Telephone (4 lines): Luton 666 *Telegrams: Carsons Luton*

A lorry has just overturned on the M6 loaded with Vicks vapour rub. - Police have said there will be no congestion for eight hours.

A man walks into a garage and says: "When I am going uphill I can only get up to 66". The Mechanic replies: "66? That is pretty good!" The owner then says: "Well yeah, but I live at 74".

Press Release – 29th July 2020

Federation of British Historic Vehicle Clubs appoint new Environmental Director

The Federation of British Historic Vehicle Clubs (FBHVC) has announced the appointment of Peter Spours to the newly created position of Environmental Director, with immediate effect.

Peter Spours joins the Federation to take up what will be a critical new role in the coming months and years. The Federation takes the need to assess, study and mitigate the impact from the historic vehicle community on the environment very seriously. As the world progresses towards a future of net zero emissions, the Federation must ensure that we have the expertise and leadership within the team to ensure that the historic vehicle community is doing all it can to demonstrate our responsibilities towards ensuring and maintaining a minimal impact on the environment.

Federation of British Historic Vehicle Clubs appoint new Legislation Director

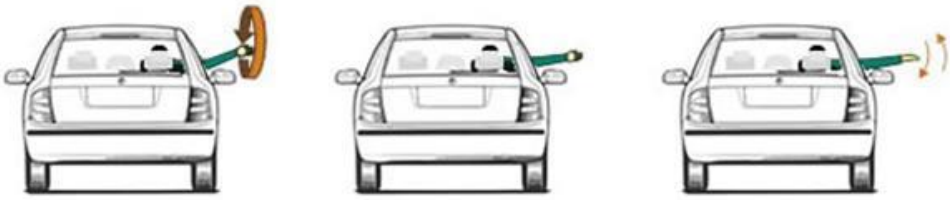
The Federation of British Historic Vehicle Clubs (FBHVC) has announced the appointment of Lindsay John Irvine to the position of Legislation Director, with immediate effect.

Lindsay Irvine, a Barrister, will lead the Federation's legislation committee who monitor all UK legislation, rules and procedures pertinent to historic vehicles. The voluntary role will also see Lindsay Irvine managing and guiding responses to government departments in Westminster, Edinburgh and Cardiff and to local authorities. Lindsay Irvine comes to the Federation with a wealth of professional legal experience, the majority of which was gained through his over 30 year service with the Royal Air Force, where he held the positions of Director of Legal Services and Head of the Legal Branch in the rank of Air Vice Marshal.

Lindsay Irvine remains as a fee paid Legally Qualified Chair for a leading Professional Regulator and as a specialist in the Military Aspects of Aviation Law. He is also a Visiting Fellow at the University of Stafford and a Fellow of the Royal Aeronautical Society.

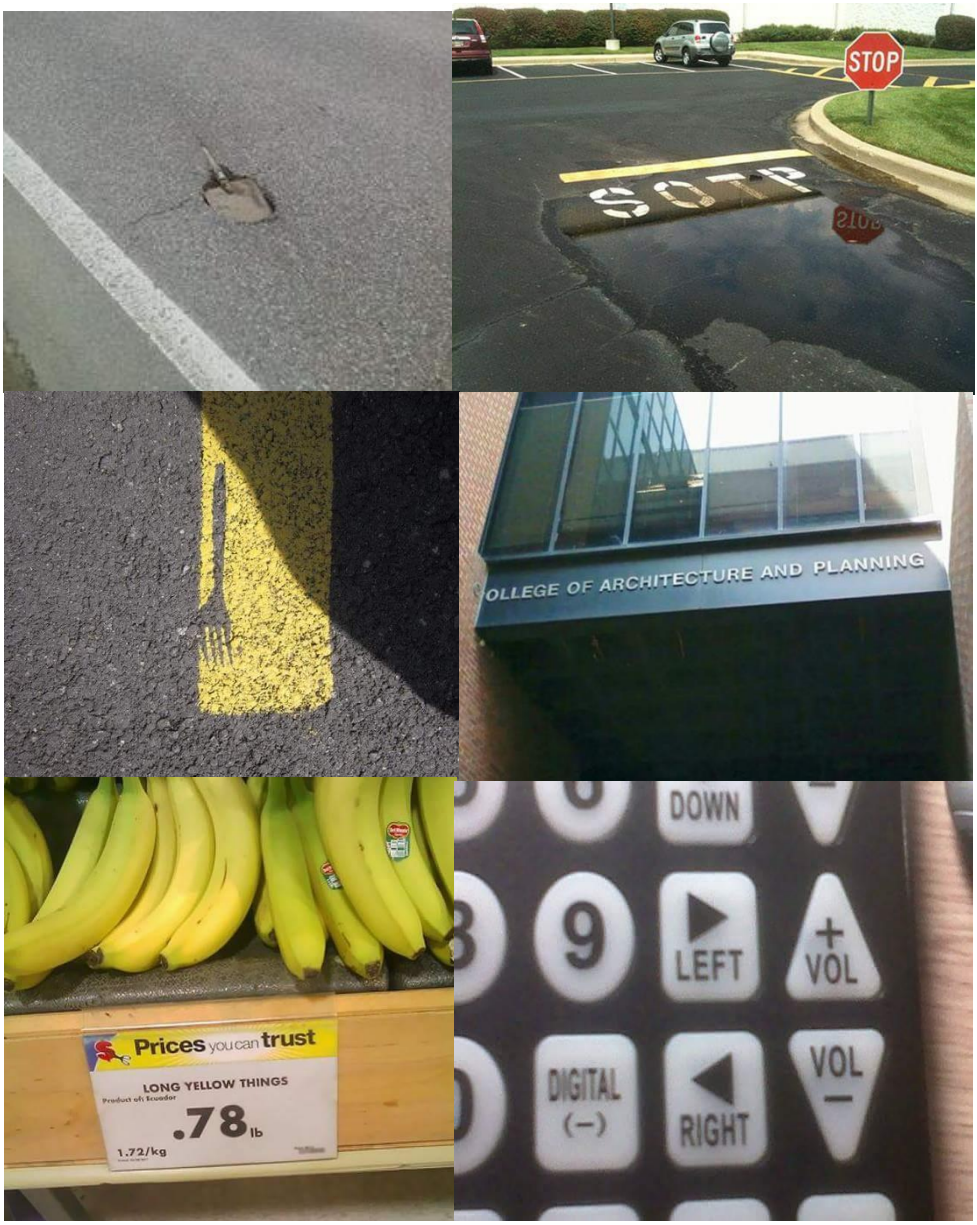
Hand Signals

So who remembers hand signals on their driving test and how many signals there were. It wasn't until 1975 that candidates taking their driving test no longer had to demonstrate hand signals.



Were there really only three hand signals ?

Getting It Right First Time !



No Newsletter Adverts This Month

SHVR CLUB EVENTS 2020 ?

September 21st **SHVR Clubnight - *Cancelled***
27th **SHVR Dinefwr Park Picnic-** Pont Abraham 10:30/11:00.
Contact Steve Mitchell or Mike Jones if you would like to Join us.

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

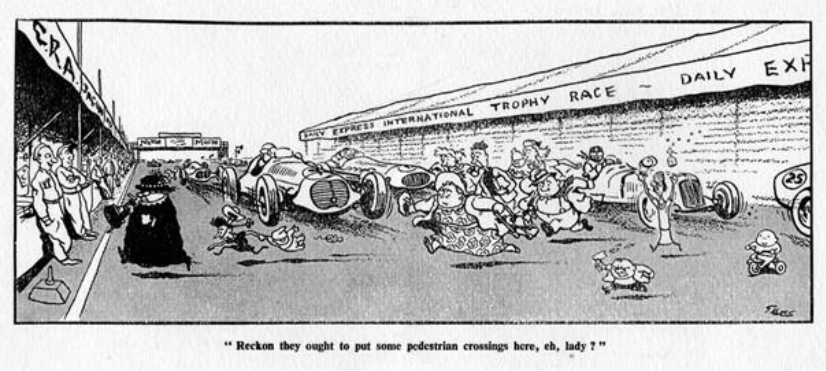
December 5th Brunch Run – The Cottage Inn nr Llandeilo 10.30 on
14th **Minced Pies Night**

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



" Reckon they ought to put some pedestrian crossings here, eh, lady ? "

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