SHVR

SWANSEA HISTORIC VEHICLE REGISTER

August 2000 Magazine

SHVR committee

Chairman ....Mike Palmer 01792 203638
10, Carnglas Ave., Sketty,
Swansea. SA2 9JG

Vice Chairman ....Mike Evans 01792 206686

Secretary ....Ray Kethburn-Thomas
25, Brynsyfi Terrrace, Mount
Pleasant, Swansea. SA1 6XN

Treasurer ....Robin Jones 01792 419780

Membership Secretary.. .....Stan Bingham 01792 360291

Assistant Membership Sec...Keith Turner 01792 363830

Magazine Editor..... .....Jan Thomas 01792 205129
145 Dunvant Road, Dunvant,
Swansea. SA2 7SJ.

Sunday Run Co-ordinators..Alan & Christine Broughton
01792 882193

Press Officer ....Mike Palmer 01792 203638

Clubnight Co-ordinator .....Jan Glinternick 01792 879651

Regalia Secretary ....Christine Broughton
01792 882193

Events Co-ordinator ....Steve Mitchell 01558 650620

Asst. Events Co-ordinator ...Mike Jones 01792 362281

Committee Members ....Huw Evans 01792 862080

....Steve Pearson 01792 416985

....Mike Glinternick
01792 879651

President ....Johnny Thomas
01267 290215

Vice President ....Mike Worthington-Williams

Two Government Ministers were on holiday with their wives on the Isle of Skye. One day, whilst out for a drive, a thick mist came down, and they decided to stop until they could establish exactly where they were. They waited in eerie silence until at last they heard footsteps approaching, and a shepherd loomed into sight. One of the Ministers wound down the window and asked where they were. "You are in a motor car." came the reply.

The Minister started to remonstrate with the shepherd, but his colleague stopped him. "That is a perfect parliamentary answer," he said. "It is brief, it is true and it doesn't tell you anything you don't already know."

••◆••

The flashing of headlights came under scrutiny by the Portsmouth Accident Prevention Committee. The meaning of that forceful beam of light seems top mean different things to different people. To cut a long story short, this is what they arrived at.

I am testing my headlights
I am waiting
Get out of the way
Your lights are off
Police About
Dip your lights
Oops! I wondered what that switch was for
Yes, you can turn across me
Wotcha, mate!
Make up your mind
You can come on
I am coming through
Your lights are on
There is a radar trap ahead
May I overtake?
VW meets VW
Thank you
After you
Wake up! I haven't got all day

Just for the record, according to the Highway Code, headlight flashing must be used in the same instances as a horn, to let another road user know you are there.

South Hants Vehicle Preservation Society - 1983

••◆••

The Thoughts of Chairman Mike!!

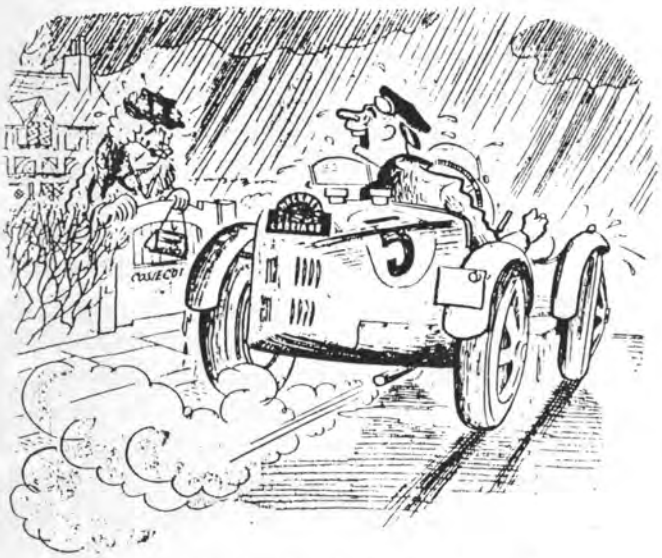
Holidaying and the pressures of work have forced me to cut back on my motoring events, Mike Evans took over as master of ceremonies at our July club night and combined barbecue, apparently we broke with tradition and had sunshine enabling the festivities to be held outdoors, our thanks to all concerned especially Mike and the Staff of Murton Rovers for the usual superb catering.

A Cheque for £500 was presented to Swansea Sea Cadets for their help at our Singleton Vintage Car Fayre in May. This group of Cadets and their parents really do us proud, without their help we would have extreme difficulty marshalling our event. Well done and sincere thanks from all at SHVR.

We have had an apology from our printers as to the print quality of July's Magazine, apparently they are using an alternative machine, not much consolation to Jan and myself after all the work putting the magazine together. However we have asked the printers to revert back to the original set up, failing this we shall have to make other arrangements.

My thanks to Ray Legate, Mike W.W. and John Lord for sending in contributions to the magazine, perhaps some other members would like to contribute an article or two.

The committee will soon be deciding which good causes should benefit from the money raised through the Singleton Vintage Car Fayre this year. So if any member would like their cause to benefit, we would welcome petitions from you before the 30th September please send them to me -10, Carnglas Ave., Sketty, Swansea, SA2 9JG. We will be making the presentations at the Christmas Buffet as last year.



"The car you hired for the station, ma'am"

Safe Motoring

Mike P.

Dear All,

Living abroad in exile in this strange land of salted snapper, balti houses and loud bangra music I'm quite accustomed to racial abuse and it takes a long time for the bass jungle drums to beat news to our humble English hovel. It therefore came as no surprise that it was only this week that I received three of the last four months of newsletters; after all it was only at the turn of the last millennium that I paid my SHVR membership!

The last news I heard from Wales was of a new assembly and **re**volution which I took to mean a population grown sufficiently to warrant a second primary school class and the discovery of the wheel. Apparently I misread the situation and it's a new parliamentary assembly and **de**volution - still it's progress that you can now be allowed to make your own mistakes. I also hear that there are now enough cars in Wales to warrant your own registration numbers!

I hope that Singleton went well (I presume it appeared in the May newsletter which I still don't have) sadly we missed the show as we have only just received the entry form. Should I fill it for next year or do you intend to change it to a date in the druid calendar?

I thought that by writing a letter there might be a vague chance of my name being correctly spelled **PRICHARD** in the original, Welsh way and then I might not be viewed as a total foreigner! Even Michael and Rose of the White House in Kinsale sent our elegant 2000 calendar addressed to 'Birmingham, Wales'.

Now reading newsletters of past months I would like to say that I wouldn't dream of decorating Arthur's radiator cap with a dead frog - it was in fact a verdigris-coloured crab - hence 'Clawed Greenbrass'. *(Oh! now I get it, I couldn't understand from Mike's rendition of this event - June's Mag - what had happened to Ray ~~Pritchard~~ sorry Prichard's legendary sense of humour. I'll be sure to get Mike's fact's straight next time - Jan.)*

Referring to the Pringle container used to replace Denis O'Callaghan's lost exhaust: What else would you call a parmesan-coloured Lancia with an Irish driver apart from Cheese & O'nions?

Hoping this communication reaches you before the real turn of the new millennium.

Rambling regards,

Ray Prichard.

Mike Worthington-Williams sent us this amusing extract from 'Touch Wood', the autobiography of racing driver Duncan Hamilton.

'My father's house was a converted monastery and had a large garden; it was all to easy to escape my nurse, who spent much of her time searching frantically in the outhouses and undergrowth terrified of what she might find.

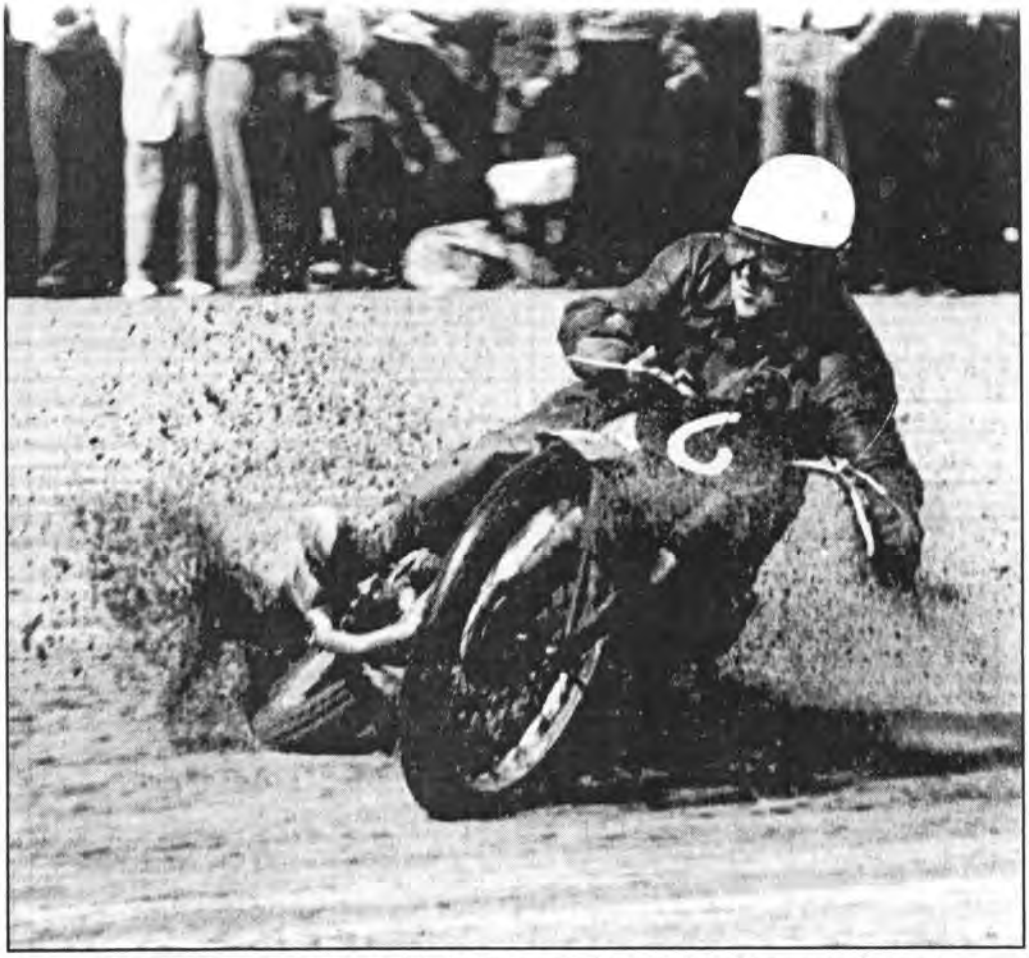
This was also the period which the Irish, with their gift for understatement, refer to as the 'troubles'. A friend of my father's was shot at our front door, and more than once bullets splattered into the rooms. We slept on mattresses under the windows to avoid the snipers' bullets. I was tied to mine, to prevent me looking for the sniper. my father was a tolerant man and understood why I might take the Vicar's bicycle to pieces while the good man was inside having tea. And, indeed, he helped me put it back together again, asking, "How else can the boy learn?". The Vicar, judging by the look on his face, knew at least one other way.

My father was a fine sports man. He played all games well, and represented Ireland at both golf and tennis. He also loved good motor cars, and from my earliest days I was allowed to sit in them, turn the steering wheel, fiddle with the gear and brake levers, get down from the seat and push the floor pedals, blow the horn. My nurse cultivated this interest by dumping me into one of the cars whenever she could, knowing there was a sporting chance that I might still be there when she returned.

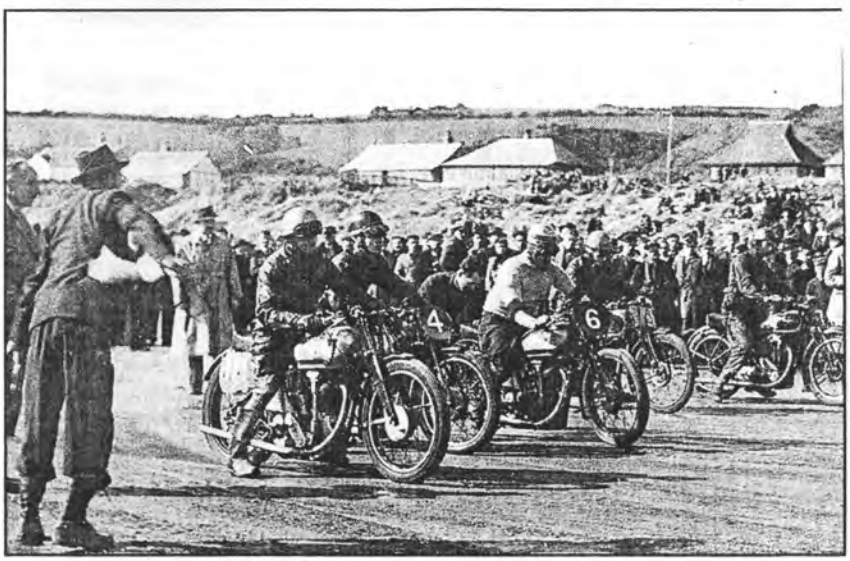
Only once do I remember being unhappy in a car and that was on returning from a visit to Kinsale, a seaside town some twelve miles south of Cork. Father had bought some very large lobster which he had put in a basket in the dicky of his Darracq. There they had rested peacefully enough until we started for home. I was sitting in the dicky alone and, for once, behaving myself, when suddenly, on rounding a corner, the basket rolled over and the floor was covered with crawling lobsters. I was petrified and quite unable to attract my parents' attention, for the hood was up. Fortunately, my leggings protected me from the odd nibble, though when they came off on arriving home they were a sorry commentary on my fortitude in the face of adversity.'

West Wales village was famous for adventures in speed

The eyes of the world on a racetrack of sand



HIGH SPEED ACTION The crowds flocked to see riders such as this race on the sands.



NEARLY 80 years ago Pendine was famous way beyond the borders of Camarthenshire. People in New York, Hong Kong and Sydney would have read about the small West Wales village in their newspapers as the place where world land speed records were made.

by NANCY CAVILL

The author of a just-published new book on the history of car and motorbike racing on Pendine Sands, Lynn Hughes, explains why the village was world famous.

"Pendine had the eyes of the world on it. Men were venturing to go faster and further into the unknown than ever before — and they were doing it in Camarthenshire.

"When you think about it, no one had ever been 150 or 160 mph and they weren't sure what was going to happen, whether their eyes might pop out or they would start to bleed from the ears.

"There must have been the same intrepid sense of adventure as when men first landed on the moon," says Lynn.

He first became interested in racing at Pendine when his father, who had himself raced motorbikes on the sands there in the 1920s, returned from the Second World War.

"We were strangers to each other. He had to bond with this small boy so he introduced me to his hobbies — motorcycles, salmon fishing and rugby. I took to the first two but not the third," says Lynn.

Since suffering ill health four years ago and giving up his job, Lynn has been working part time as an archivist for the Museum of Speed in Pendine.

This gave him the ideal chance to gather together all the stories he could find about racing at Pendine in its various guises. The earliest racers, from 1905 onwards were all motorcyclists.

They were tearing up and down the beach long before Malcolm Campbell and J G Parry Thomas came on the scene with their racing cars and world land speed record attempts.

It was illegal to hold competitions on public roads and this was before the days of great big airfields so there were few places to race.

Pendine provided ideal conditions. The beach stretched as far as the eye could see and the sand was hard-packed when the weather conditions were right.

Despite the lack of any modern security measures — no barriers to protect the crowd, for example — there were few accidents and only one fatality, when J G Parry Thomas met his end in his car Babs.

The beach, although it continued to host races up to and after the Second World War, never quite saw a return to such exciting, glory days.

The last official race, the motorbike meet the National Welsh Championship, was held there in 1955.

READY FOR THE OFF Motorcycle racing was very popular on Pendine sands, as these two pictures show.

A City trader is climbing out of his Porsche when another car drives past and tears off the door. 'Aaaarggh,' he bellows, 'my beautiful car!' A policeman arrives at the scene and the trader complains bitterly about the damage to his car. 'You City types make me sick!' exclaims the policeman. 'You're so wound up about your precious Porsche you haven't even noticed that your arm's been ripped off.' '...Aaaargghh!' screams the trader, looking at his empty shoulder: 'My Rolex!'

Willy? Won't he? Jeep sacks crew on Rusticana

Bill Surtees overcooked this corner in his Willys Jeep on the first leg of the Targa Rusticana in Wales on July 31 – but persevered to win his class by the time the event finished on August 1: "I don't know what he's done to it, but it goes like a train," said organiser Andrew Collins. No doubt co-driver John Bayliss will be secretly turning the wick down after this incident. The rally was won by John Flynn and Andy Berry in their Cortina MkII.

PHASE IIIs: KNOW YOUR SIXES FROM YOUR ENSIGNS

Vanguard Phase III October 1955 - October 1958. Estate from August 1956. For 1958, shorter rear springs and inward-inclined rear dampers, to reduce roll; also 15in wheels instead of 16in, although 16in rims remain option. Auto 'box available from late 1957 and optional four-speed floor change from May 1958. Number made: 37,803.

Vanguard Sportsman August 1956 - early 1958. Intended as Triumph Renown replacement; catalogued only as saloon, but handful of estates made. 90bhp version of twin-SU TR3 engine. Overdrive and front anti-roll bar standard; bigger and wider brake drums; lower rear axle ratio. Triumph-style grille; more prominent headlamp hoods; fuller bumpers; duotone paint. Hide or hide/cloth duotone upholstery; optional individual front seats; electric clock; parcel shelf. Number made: 962 (est) – including unofficial 1959-60 run of 50 saloons and estates with Vignale styling but Sportsman grille.

Ensign October 1957 - early 1962. Stripped-out Vanguard with 62 bhp (gross), 1670cc engine and four-speed floor change – although 3235 cars have 2088cc unit. Bare interior with big open dashboard shelf, no speedo tripmeter, and less instrumentation. Criss-cross grille, painted headlamp cowls, no over-riders; solely mono colours. Vignale body mods from October '58. Last 911 cars have Vanguard Six chassis mods. Saloon only. Number made: 16,802.

Vanguard Vignale October 1958 - early 1962. Restyled by Michelotti: 4in deeper rear screen, 2in deeper front screen. Last 210 cars have Vanguard Six chassis mods. Number made: 26,286.

Vanguard Luxury Six October 1960 - October 1963. Six-cylinder engine and new instrument pack. Lower-geared (recirculating-ball) steering; longer rear springs and revised damper settings to improve ride. Disc brakes optional from July 1961. Number made: 9953.

Ensign Deluxe May 1962 - October 1963. Revived after short dormancy: essentially stripped-out Vanguard 'four', but with bigger 2138cc engine. Now 72bhp, and improved torque, plus bigger front brakes – front discs optional. Three-speed column change available for export. Three round dials in Luxury Six nacelle. Saloon and estate. Number made: 2318.

Australian variants As well as regular saloons and estates, also offered are 'ute' (pick-up) versions of Vignale and Luxury Six – plus panel van; all built on separate chassis. Some Vignale and Luxury Six saloons given add-on fins, sometimes with reversion to round rear light units. Number of Australian commercials made: 6679, of which 36 chassis/cab units retained for UK market.

SPEED TRAPS GONE MAD!

A report has revealed that two traffic patrol officers from North Berwick were involved in an unusual incident whilst checking for speeding motorists on the A1 road between Oldhamstocks and Grantshouse.

Last May, they were using a hand-held radar device to trap unwary motorists on the Edinburgh to London trunk road.

One of the unnamed officers used the device to check the speed of an approaching vehicle, and was surprised to find that his target had registered a speed in excess of 300 miles per hour!

The £5000 machine then seized up and could not be re-set by the bemused PC's. The radar had in fact latched on to a NATO Tornado aircraft in the North Sea, which was taking part in a simulated low-flying exercise over the Borders and Southern Scotland.

Following a complaint by Sir William Sutherland, Chief Constable of the Lothian & Borders Police force to the RAF liaison office, it was revealed that the officers had a lucky escape - the tactical computer on board the aircraft not only detected and jammed the "hostile" radar equipment, but had automatically armed a Sidewinder air-to-ground missile ready to neutralise the perceived threat.

Luckily the Dutch pilot was alerted to the missile status and was able to override the automatic protection system before the missile launched.

The Police have so far declined to comment, although it is understood that officers will be advised to point their radar guns inland and downwards in future.

Forwarded by Ted Peckham
from Berwickshire Gazette - Nov 11th 1998

A Seat That Goes "TILT" was invented by Roger Racine, whose pivot-and-slide or "scooping" safety seat mechanism was tested by Ford Motor Company in 1967, though it had actually been developed some ten years earlier. Unfortunately the system failed to function "properly" (claimed Racine) and was rejected. American Motors, Toyota and supposedly even Carroll Shelby also looked at the safety seat, which was intended to serve as a solution to the "second collision" (the occupant into the instrument panel) after initial impact. On this occasion the Kinematic Safety Seat was demonstrated to the public with Ernie Clemmons serving as "human dummy" in a 30 mph collision. *(From* ROAD TEST *courtesy Steven Rossi)*

Key Feature

morris minor convertibles

The Morris Minor Story goes on and on. Such is the popularity of these versatile 'Classic cars' that they seem just as much a part of the motoring scene in the 1990's as they did nearly half a century ago when they first went into production. It seems barely creditable that over fifty years have elapsed since the concept of a new post-war small car began to take shape on the sketch pad of Alec Issigonis.

The resulting prototype vehicle which emerged in 1943 was called the Mosquito. In basic outline it very much resembles the Morris Minors which can be seen on the roads today - a fact that speaks volumes about Alec Issigonis's tenacity in seeing his ideas put into reality. In many ways 'Sir Alec' as he later became, would be pleased that the design that he created and which was subsequently updated, is still coming off the production lines in 1994 albeit in model form by Corgi. It is yet another accolade for this truly remarkable British car which in its day was successfullly marketed throughout the world and assembled in many countries other than Britain. It was a car which broke new ground when it was first launched and it was the star attraction at the Earls Court Motor Show in 1948. Production was so prolific that by 1961 One million of all variants were believed to have been produced - making the Morris Minor the first British car to sell a million. Subsequent production gave a final figure of 1.6 million units by the time production eventually was discontinued in 1971 in Britain. The model range was extended from the series MM 2-door saloon and tourer to include the 4-door saloon in 1950. Three years later, light commercial variants in the form of vans and pick ups were introduced for the first time. The final model to emerge was the Travellers Car (October 1953). Affectionately known as the 'woodie' and often referred to as the 'shooting brake' the traveller proved its worth and remained in production right to the end even though it is said that the production costs exceeded the selling price !

Yes folks, it is twenty-five years since the last convertible rolled off the production lines in Cowley, Oxfordshire, the precise date being 10th June 1969. By this time, 74,960 tourer/ Convertible models had been made. Interestingly 42,257 of these were export models which could well be a telling comment on the vagaries of the British weather. It also accounts in part for the relative rarity of these models in Britain and for an increasing trend for 2door saloons to be converted into open cars - a fact which potential buyers of full sized cars should be aware. The impending launch of the open and closed versions of the Morris 1000 Convertible is eagerly awaited by many enthusiasts both of the cars themselves and model collectors. It is an exciting development which will stir the memory of those of us old enough to recall them in use in their heyday and fire the enthusiasm of younger collectors who will through the efforts of Corgi, be able to add to their collection yet another variant of one of the all time Great Small Classic Cars.

J40 - A BRIEF HISTORY

Bargoed in South Wales, in the late forties was an area dependant on mining, and the loss of a job in this field meant almost invariably joining the dole queue. With this sad fact in mind, Sir Leonard Lord conceived the idea, in 1948, of creating a factory which would employ men disabled by pneumoconiosis, and so forced to leave the mines. Doing light assembly work they would produce toy motor cars.

The idea was realised in 1949, and the official opening of the Austin Junior Car Factory was 5th July 1949. There were 55 men in its initial employ and the workforce gradually increased until it stood at just over 500 men in 1965.

They started production by making one model, the Pathfinder Special. It was based on the Austin 750 OHC racing car. Its prototype was tried and tested whereas the prototype for the forebears of the J40 was not satisfactory, so it was the Pathfinder which was produced first.

The J40 prototype called "Joy 1" was designed with the Austin 10 in mind, (with separate headlamps), but as the Austin 10 was going out of fashion, it was thought better to design and produce a more modern looking roadster. So Joy 4 was based on the A40 Devon. Production of this last prototype, to be called the J40 roadster, was ready to go ahead, so after one year, the Pathfinder was dropped. No record remains of the number of Pathfinders made.

The J40 production was in the later years rather seasonal in its demands, peak being the weeks before Christmas. The method was similar to that of a full size car. Individual body panels were pressed out and then welded together to form the body shell. The metal used was thought to be off-cuts from Austins built at Longbridge which made them very solid, this in turn was degreased ready for painting.

The paint colours used, although all thought to be Austin colours (or from the BMC/BL group) were constantly changing. The painted shell then passed along an assembly line to be fitted with its pedals, running and steering gear, wheels and tyres, spark plugs, working hand brake, upholstered seats, bumpers and number plates, grille, badge and other chrome fittings, and of course its working headlights and horn.

Production ceased in 1971, 32098 having been built.

The Bargoed factory was closed in April 1999.

AUSTIN J40 pedal car, beautiful restored

Four-star assistance for thirsty vintages

A GOWER garage is getting used to E-types and Astons rolling onto its forecourt.

The filling-station in Bishopston, run by the Jenkins brothers, is the only one in Swansea selling old fashioned four-star.

The leaded petrol is proving a real draw for classic car enthusiasts since it first went on sale a few weeks ago.

They fear the new unleaded four-star could damage the engines on

By TERRY CROCKFORD

their antique machines. Members of Swansea Historic Vehicle Register are delighted to have an outlet close to home.

In the past they have had to make a 120-mile round trip to the nearest four-star stockist in Haverfordwest to fill up their tanks.

Godfrey Jenkins, who runs the Northway Garage in Bishopston with his brother Dudley, said: "It was a slow start when we first began selling it but people are getting to know we have it and it's getting much busier.

"I had spare tank capacity so I thought I would use it to give four-star a try. People with older cars and high-powered cars had been asking for it and they are very pleased to have it available."

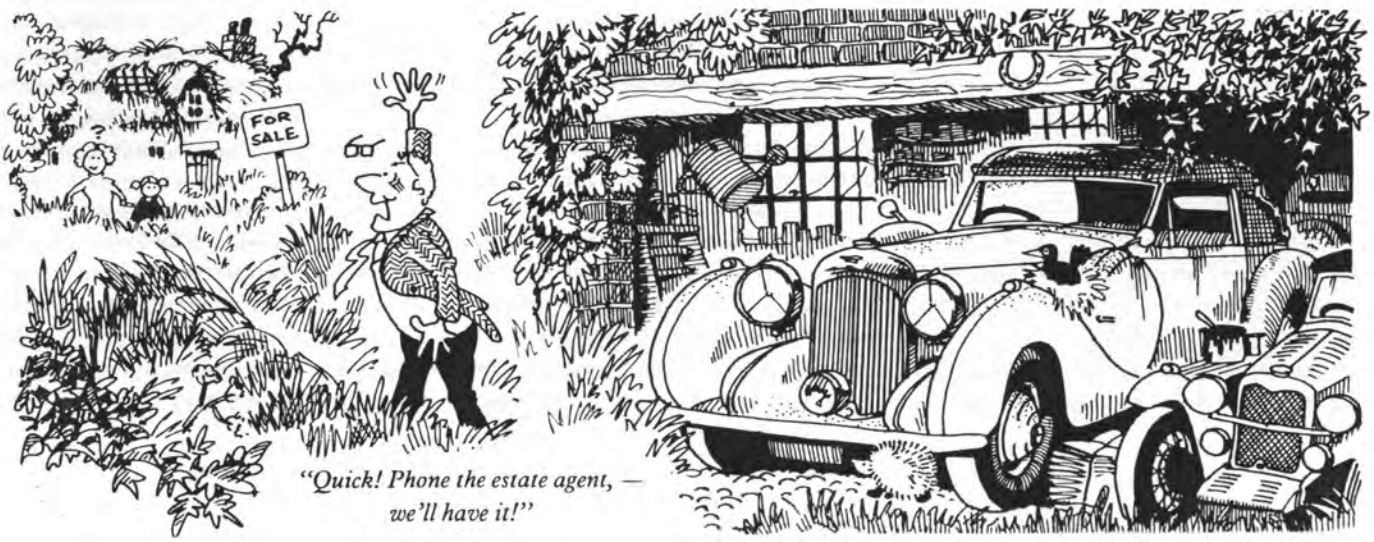
The brothers also have lead replacement petrol pumps on their forecourt but classic car owners are a little suspicious of this four-star substitute.

"There's no Government standard on LRP so it could vary from garage to garage," said Ray Kethburn-Thomas, secretary of the 200-strong Swansea Historic Vehicle Register.

"There's concern that damage will be caused to the valve seats and on some old cars they are virtually impossible to replace."

LED TO PETROL Godfrey Jenkins, of Jenkins Brothers, Northway Garage, who keeps a stock of leaded four star petrol at his Bishopston filling station.

Picture: John Corbett
00-08-05/9739/JC

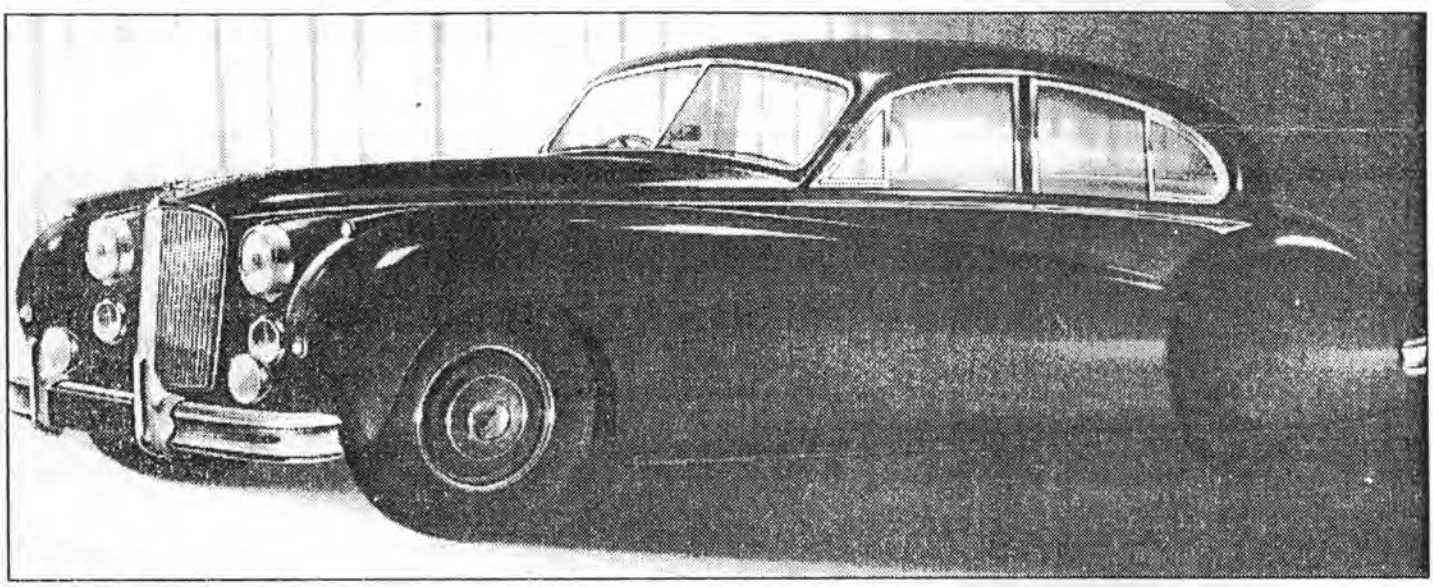


"Quick! Phone the estate agent, — we'll have it!"

SPOTLIGHT ON Jaguar

THE BIG SALOONS OF THE FIFTIES

BY RAY LEGATE • ILLUSTRATIONS FROM THE AUTHOR'S COLLECTION



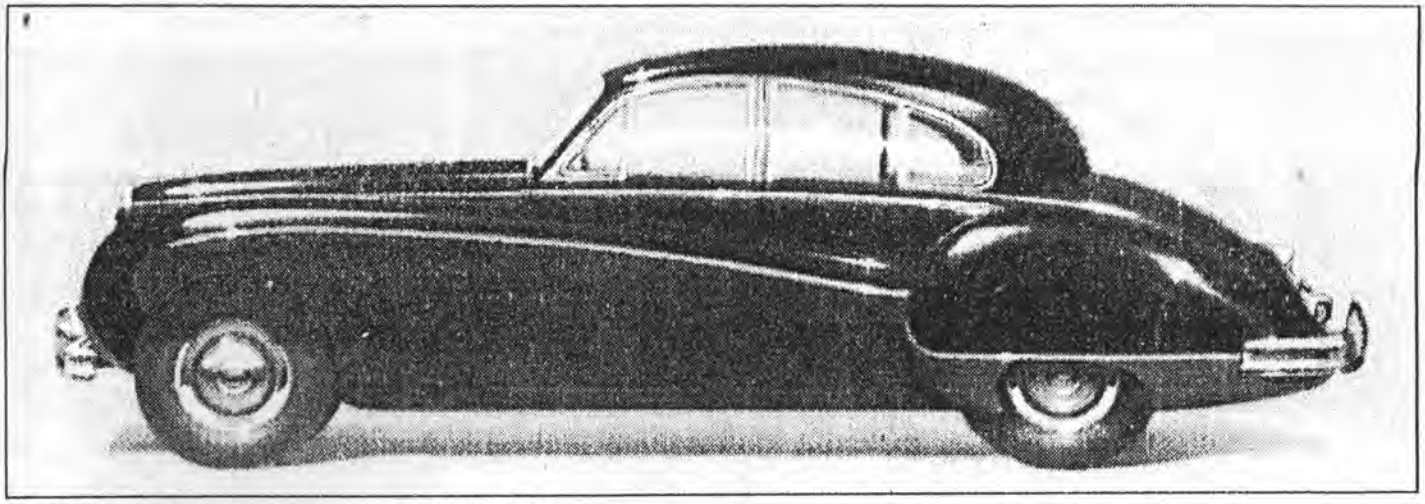
The Mark VII M Type saloon announced in October 1954. Note flashing indicators had replaced the earlier trafficators, and the foglights had been repositioned with horn grilles in place of the old inset lights.

Williams Lyons had for some considerable time been planning to build a new luxury saloon which would be capable of a genuine 100mph, provide superb comfort for up to six adults, and have a basic price of under £1,000 so as to avoid incurring the government's double purchase tax of 66.6% levied on cars priced at more than that figure. The Mark VII saloon met all of these requirements, and was one of the most significant cars in Jaguar's history, as it laid the foundations for the company's future prosperity by helping to increase Jaguar sales to around ten thousand cars a year by the mid-1950s.

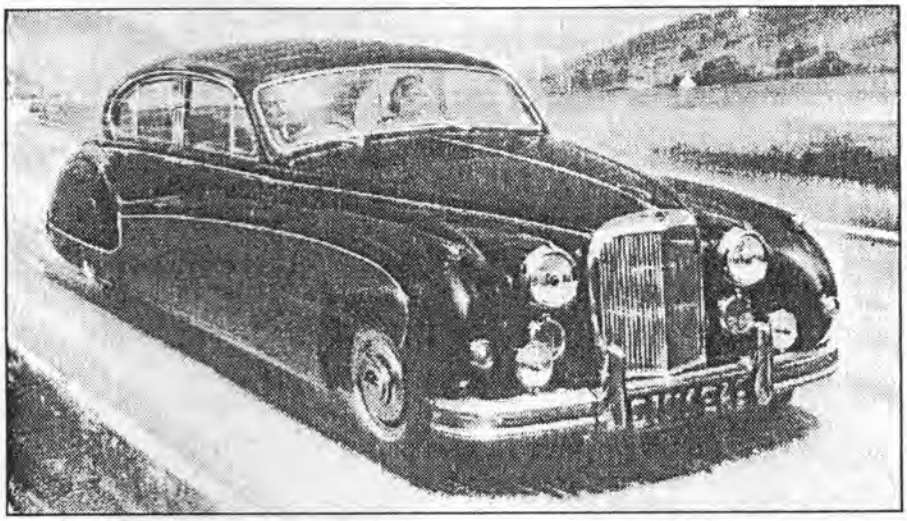
The Mark VII made its first public appearance at the London Motor Show in October 1950, where huge crowds gathered on the Jaguar stand eagerly waiting for William Lyons to reveal his new car. Following the official opening ceremony performed by Princess Margaret, William Lyons (newly elected as President of the Society of Motor Manufacturers and Traders) then gave a short speech before finally unveiling the Mark VII, which was finished in pale metallic blue and stood resplendently on a revolving platform, its chrome trim and bumpers sparkling under the spotlights. The Autocar magazine was so impressed with the car that they described it as the "Prima Ballerina".

Following its successful launch at Earl's Court, the Mark VII show car was shipped to America, where it received an equally enthusiastic reception when it was put on display at the Waldorf-Astoria, Park Avenue, New York. American dealers were delighted with the car, and within three days thousands of Jaguar enthusiasts had visited the display, during which time over five hundred orders were placed. By the end of November, almost thirty million dollars worth of Mark VII saloons had been put on a reserved order by the American Jaguar dealers, such was the on-going demand for this new car - the largest model built by Jaguar to date.

To describe the three major attributes and selling points of the Mark VII saloon, the advertising team had produced the slogan "Grace, Space and Pace" - a bold claim, but one which was fully justified, as the Mark VII was in a class of its own. The car's smoothly contoured styling had been designed by William Lyons, whose team of craftsmen worked tirelessly producing mock-ups in wood and metal until Lyons eventually approved the final product. But as Jaguar lacked the press-tool facilities required to manufacture such large body panels, they turned to the Pressed Steel Company who were contracted to supply complete bare body shells ready for painting. These would then be fitted to the 'new' Jaguar-built chassis used for the earlier Mark V saloon (the Mark VI designation was never used by Jaguar, as it may have caused confusion with a Bentley model called the Mark VI at that time).



The 3.5 litre Mark VIII Jaguar saloon, announced in October 1956.



Jaguar's Mark IX, the final variation on the Mark VII theme and the last Jaguar saloon to be built on a separate chassis.

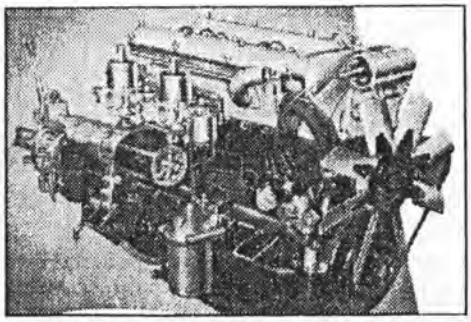
Power for the Mark VII saloon came from Jaguar's own twin-cam 3.4 litre XK engine, which had been designed originally for the car but appeared first in the XK120 sports roadster of 1948. Fitted with twin SU Type H6 carburettors, this 3442cc engine developed 160bhp at 5,200rpm to give the car a 0 - 60mph acceleration time of 13.4 seconds and a top speed of 103mph - exactly what Lyons had set out to achieve. Fuel consumption was also acceptable at around 18mpg for a car weighing almost 1.75 ton unladen. The four speed all-synchromesh gearbox had wider gear ratios than the XK120 model, although the sportscar's box could be substituted for competition use.

The Mark VII's interior was extremely well appointed, and provided luxury accommodation beyond expectations when one realises that at £988 basic, it was the same price as the XK120 and the Mark V 3.5 litre saloon. Seats were upholstered in the finest quality Vaumol leather, deep pile carpets over thick felt underlay was fitted throughout, armrests were provided on all four doors, a built-in heater was standard, and polished walnut veneer was used extensively for the facia panel and door cappings. A full range of instruments, including a tachometer, were set neatly into the centre section of the dashboard, together with the various control knobs, ignition switch and starter button.

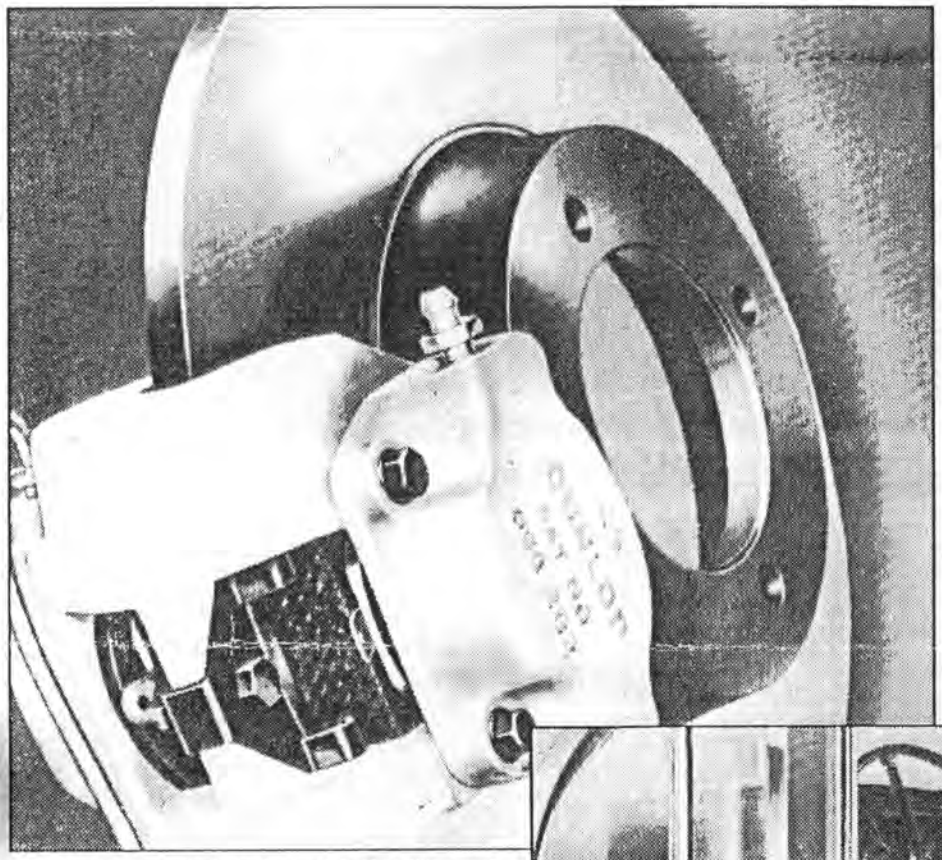
In line with Jaguar's policy of continual development and improvement, a number of modifications were introduced during the Mark VII's production run. By the end of 1951 a higher speed steel fan had replaced the earlier cast aluminium fan - necessary to prevent overheating, particularly in hot countries; a two-speed wiper motor was fitted by 1952; followed soon after by a Trico windscreen washer unit; and from April that year uprated Girling dampers were standard fitting on some export models but optional on British and North American cars. Other modifications included fitting studs at the front of the cam covers to reduce oil leaks, new valve and tappet guides so that high-lift cams could be fitted without any alteration to the cylinder head being necessary first, and a short-shafted gearbox had now replaced the original long-shaft box inherited from the 'old' Mark V.

Although the Mark VII was selling well in North America, Jaguar's head of sales for the US market, Johannas Eerdmans, advised William Lyons that American buyers were now demanding automatic transmission, and if this could be made available then sales would increase dramatically. To save time and the cost of developing their own automatic gearbox, Jaguar chose to use the Borg Warner unit which had originated in America and could be easily adapted to suit the XK engine. From mid-1953 this became available as an option on the Mark VII, and in January 1954 manual gearbox cars were offered with Laycock de Normanville overdrive operating on top gear only.

A marginal improvement in top speed - up by 3mph - came with the introduction of the Mark VIIM in September 1954, which used a 190bhp version of the 3.4 litre XK engine coupled to a closer-ratio gearbox. Styling changes for this model included replacing the trafficators with flashing indicators and slightly redesigning the bumper profile; improved Lucas foglights had also been repositioned, allowing their original location inset beneath the



The 3.8 litre XK engine fitted to the Mark IX Jaguar saloon.

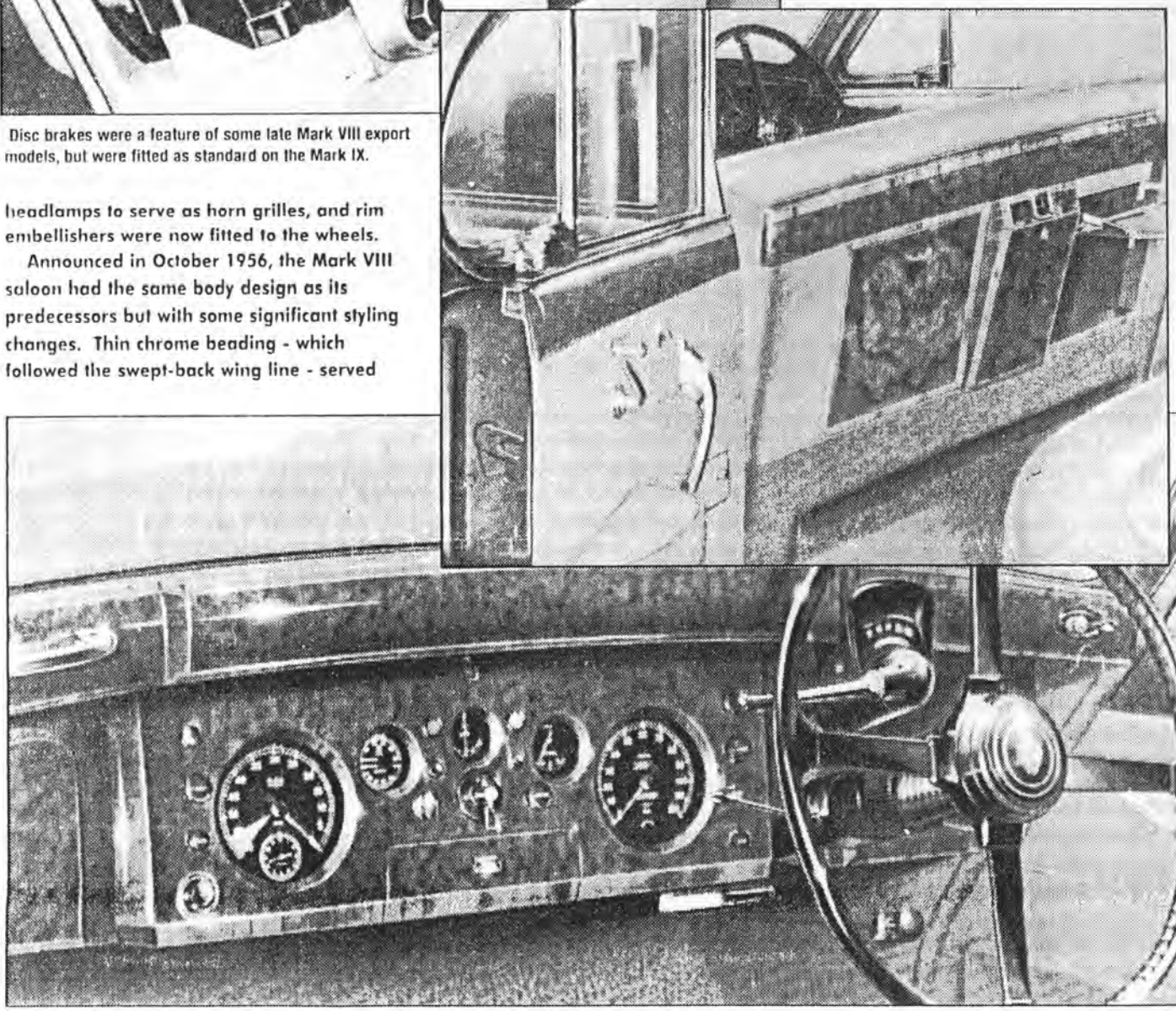


Disc brakes were a feature of some late Mark VIII export models, but were fitted as standard on the Mark IX.

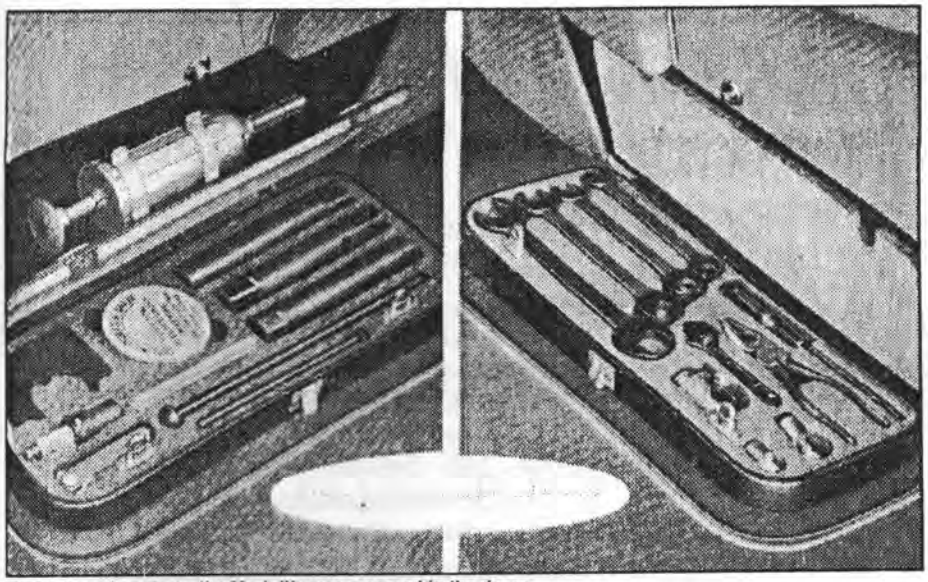
headlamps to serve as horn grilles, and rim embellishers were now fitted to the wheels.

Announced in October 1956, the Mark VIII saloon had the same body design as its predecessors but with some significant styling changes. Thin chrome beading - which followed the swept-back wing line - served very well as a natural divider for the duo-tone paintwork; there was a much bolder surround to the chromium-plated radiator grille; the rear wheel spats were now 'cutaway' and the old-fashioned divided windscreen had been replaced by a full-width, slightly curved screen. The biggest change, however, centred around the engine, which was now fitted with a variant of the C Type cylinder head and, following a considerable amount of work on the gas-flow rig plus the adoption of twin SU Type HD6 carburettors, the 3442cc XK engine's output was increased to 210bhp. The result was improved acceleration through the gears and a much better top gear performance.

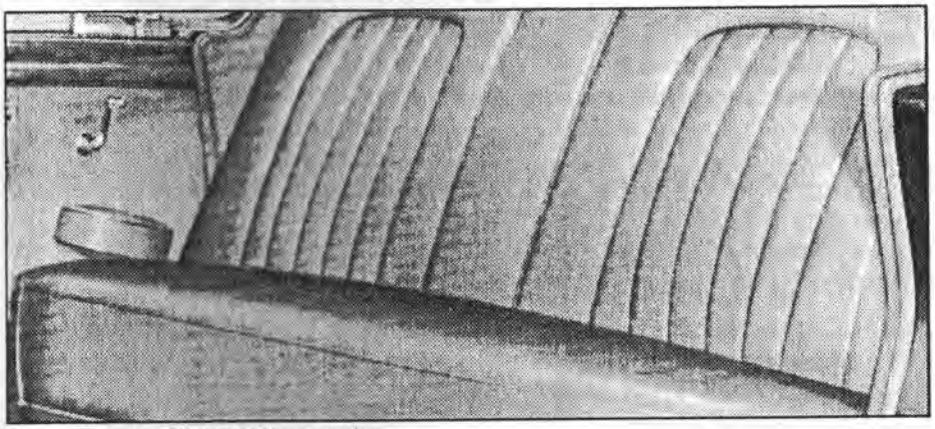
Very few changes were made to the Mark VIII's specification during its relatively short production run (the last Mark VIII left the factory in December 1959), but it is worth mentioning that nylon interleaving



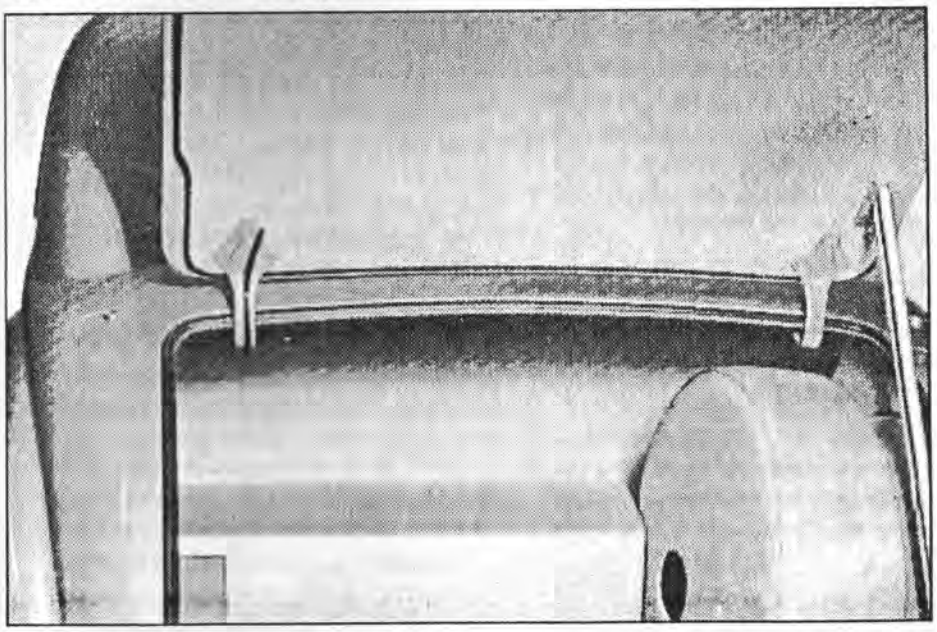
The polished walnut instrument panel of the Mark IX and the luxurious interior furnishings.



Tool compartments on the Mark IX were recessed in the doors.



The rear interior of the Mark IX was spacious .....



..... as was the capacious 17 cubic foot luggage boot.

on the rear springs was introduced by mid-1958, Burman power-assisted steering was fitted to some left hand drive export cars around the same time, and by the end of the year Jaguar were offering the luxurious Reutter seats with adjustable rake back for the Mark VIII saloon.

The Mark IX, which made its public debut at the Earl's Court Motor Show in October 1958, was virtually identical in appearance to the Mark VIII except for the "Mk IX" badge on the bootlid. But closer inspection revealed that a number of very important modifications and changes to the specification had been incorporated into this latest model, which was also the final variation on the Mark VII theme and the last Jaguar saloon to be built on a separate chassis.

Disc brakes were now fitted as standard (the first time on a Jaguar saloon), and Burman power-assisted steering was also part of the original equipment on the Mark IX, but the major change was to be found under the bonnet, which housed a 3.8 litre version of the famous XK engine. This 3781cc power unit (used since 1955 for the Jaguar D Type Le Mans cars) had a bore and stroke of 87mm x 106mm and developed 220bhp at 5,500rpm to give the car a top speed of over 114mph with acceleration to match, 0 - 50mph taking just 8.5 seconds.

Apart from a few minor alterations to the specification, such as the fitting of larger diameter upper ball joints early in 1959, a modified water pump and a nylon petrol pipe the following year, and the installation of larger rear lights plus improvements to the heating and ventilation system a short time later, the Mark IX soldiered on until October 1961, when it was replaced by the even wider and longer Mark X.

As a service for owners and enthusiasts of the Jaguar models described in this feature (or any other Jaguar for that matter), listed below are a few of the clubs catering for these cars:

Jaguar

The Jaguar Car Club Barbary, Chobham Road, Horsell, Woking, Surrey GU21 4AS Tel: 01483 763811	The Jaguar Drivers Club Ltd 18 Stuart Street, Luton, Beds LU1 2SL Tel: 01582 419332	The Jaguar Enthusiasts Club Graham Searle Sherborne, Mead Road, Stoke Gifford, Bristol BS12 6PS Tel: 0117 969 8186	Jaguar & Daimler Owners Club Carolyn Overton 130/132 Bordesley Green Birmingham B9 4SU Tel: 0121 773 1861

The 'Aerodynamic' HRG

An article in the Aston Martin Review on HRG's and their connection with AM and Frazer Nash, prompted my reminiscences of once owning an HRG.

In 1958, I worked for an architect just outside the city of Birmingham. his office was on the front of the building, looking out onto the A456. If you were in his office, every now and then, he would suddenly stare out of the window and declare 'There goes the best car in the world'. It was of course an Aston Martin and I think this is where I first 'got the bug'. At that time a new car was probably a MKIII. I did not know then, that I would eventually own one.

There was however, another car, more in my price range advertised in the Birmingham mail. This, I bought, off two teachers, for the princely sum of £200.

An Aerodynamic HRG, sounded great at the time. 1500cc OHC Singer engine, registration No. JLA 16. Someone at Curborough last year told me they thought they recognised the number and that it had been changed to a conventional body. Perhaps someone out there knows more.

A rather strange 'animal'. There were zeus fasteners all about the underside of the chassis. Presumably, the car was fully sheeted underneath originally. Either it lifted off at it's modest top speed of 80mph, or they were a damn nuisance for maintenance. Or a failed good idea by HRG?

The boot consisted of two lids. At the top, one about 8 inches deep, opening forwards. The other reaching towards the bottom of the car, much bigger, opening backwards. Inside, over the back axle, was a rectangular box form which gave the impression of a seat. Indeed, I did on several occasions transport friends, sitting on this, with just the upper lid open and their head and shoulders poking through. Facing backwards of course.

It was only a two seater. Red leather bucket seats with curved and very upright backs. These were right up against the bulkhead to the boot. Oh, and it was left hand drive. With the long bonnet, I never found this to be a problem. Although some oncoming drivers did appear to drive very close. Either trying me out or looking for the driver. It was jolly good in the fog, because you could look out of the side window and see the curb.

The top of the bonnet was fully louvred. This did give me a problem at times, every time it rained! Until I discovered the 'rubber glove on the distributor ' trick.

The office desk, (dashboard), was of plain aluminium sheet with slight profiling to the bottom. Unusual, in those days, a full compliment of instruments, with a vacuum gauge. In the centre, there was a serrated flat knob, on a longish rod, connected to the windscreen wiper gear. In the event of failure of the electrics, you could operate the wipers by hand!

Fourspeed gear box with adjacent fly off hand brake, in the centre of the car.

In front of the driver's seat, poking up through the floor, was a manual adjuster for the cable brakes. More of that later.

The spare wheel was hidden behind a door in the forward nearside, between the driver's door and the the front wheel arch. Stored vertically, strapped in. On the opposite side, was fitted the petrol tank. The seam of this leaked when I first had the car, but it was repaired satisfactorily, off the car.

All the time I had the car, I never did anything to it other than replenish oil water and petrol. Except for painting and adjusting the brakes. Twin SU carburettors gave a petrol consumption of 25mpg around town and 35mpg on a run. There never seemed to be any intermediate figure. The Singer engine always ran smoothly and was utterly reliable. After the rubber glove, that is!

Top speed was just over 80, indicated. however, initial acceleration was good for the day. On occasions, it had shown the current big Jaguars, the dust.

The road holding was incredible. traffic allowing, one just turned the wheel at left hand turns. The front suspension was by forward cantilevered leaf springs. When it snowed, we used to come home from work on the bus, (Girlfriend, now wife) and get the car out to race around on the snow for fun. You can't do that now, and there is much more traffic about.

One Saturday morning, I spent several hours with a very determined intention to synchronize all four wheel brakes perfectly. The cables were hefty and ran to a cross member below the floor and in front of the driver's seat. This had a manual 'fine tuner' adjusting knob rising through the floor. The whole was connected by a lever system, to the foot brake. Eventually, the car stopped dead straight.

In the afternoon, I went to take the girlfriend out. All dressed up, indeed I think I had a suit on. We had driven some distance and were driving down a long dual carriageway road. This was downhill all the way and at the top, there was a strange smell. A bit like an old

radio set burning out, or brake linings!

Clearly, I had overdone the brake adjustment. Nothing for it but to get underneath and unscrew a bit. Best suit remember. Another hundred yards and the smell was still there. More unscrewing. More driving, still the smell! This went on until the cables were hanging more like a suspension bridge. What had I done wrong? Then I realised, it was the smell from Wilmott Brendan's nearby factory. You have just read what I did wrong!

There was a fault with the starter motor, eventually found to be a loose switch box. Tightened up, it was OK Until I discovered this , occasionally I had to push the car. One day, I pushed my shoulder through the hood. We travelled to work on the train and the car was only used in fine weather. Eventually I acquired my father-in-law's A30. I sold the HRG to a colleague/friend for £75. Even an Aerodynamic is worth more than that now. We had a lot of fun with it, but it became a 'lump' on the drive and had to go.

I was never aware of any links with Aston Martin until reading the article about the racing connections.

As so often happens when looking at motoring history, there is always an intermingling of makes, owners, drivers etc. This was such a set of memoirs related by two famous drivers, Peter Clarke and Jack Fairman. These two, with others, were deeply involved with racing HRG's from 1946 onwards and eventually turned to Aston Martin.

Peter Clarke relates that in 1946 he sold his 1938/39 Le Mans class-winning HRG to John Wyer, who at the time was working on Dudley Folland's Aston Martin "Red Dragon". Dudley subsequently driving in several races for HRG.

Through 1947-48, Peter Clarke and Jack Scott struggled with the underpowered and overweight 'Aerodynamic' HRG's. They ran in the first post war 24 hour race at Spa in 1948 with a team of Peter Clarke/Pierre Marechal and Ray Brooke/Bob Freeman-White.

In mid 1984 Peter and Jack Scott commissioned John Wyer to produce the 1949 lightweight version of the 1500cc HRG. Upon completing this, John Wyer went to Aston Martin. Taking with him, by consent, Pierre Marechal.

Pierre's place in the HRG team was taken by the famous Aston Martin driver, Mort Morriss-Goodall. Mort, now honoured by the Aston Martin Owner's Club as Member No.1 and a vice-president. He is still an active member in the club.

Peter also engaged Andre Pilette as Jack Scott's new co-driver. Andre having driven a 2 litre Aston Martin with Tony Rolt at Spa in 1948.

Another HRG driver, Eric Thomson, agreed to run a third lightweight HRG in the 24 hour races. Only Eric's car was still going well at the finish.

Eric Thomson and Jack Freeman, after their 1949 Spa successes, signed up for Aston Martin. Apparently the old friendship was again demonstrated when a miscellaneous collection of HRG and AM bits from battered cars were loaded almost willy nilly in the two 'Rival' transporters, to the dismay of HM Customs upon return to Dover.

In 1951 Peter Clarke took delivery of an Aston Martin DB2 and laid the foundation of privately owned cars, prepared by the Service Department occasionally rivalling the works team prepared by the Racing Department.

In 1951, a whole drove of Astons were finishers. In 1952 only Peter's finished.

Jack Fairman relates, that upon leaving the Army after the war, he acquired a pre-war Type 35C Bugatti from Rodney Clarke of Continental Cars. (Rodney later built Connaught GP cars.)

After taking part in sprints and hill-climbs, such as Prescott and Shelsley Walsh, he was approached by John Wyer. John offered his assistance, having worked on the car at Monaco Motors of Watford, where he had been in charge.

In 1948, the team related by Peter Clarke, above, set off to do the 24 hour race at Spa-Francorchamps. All the HRG's went well with the Singer engines never missing a beat. Jack reminds us that the engines were never designed for racing.

The race itself was won by Jock St. John Horsfall in the latest Aston Martin, a 4 cylinder model (later the DB1).

In 1949, Jock, entered Aston Martin EML 129 privately and finished 4th (from 38) and 2nd in the 2 litre class. His Aston thereafter became known as 'The Spa Special'.

Barely a month later, Jock entered the Daily Express International Trophy on August 20th 1949, driving Peter Bells's ERA R 11 B. This car already had a reputation for ill-handling. On lap 13 the car caught the straw bales and flipped over, Jock died instantly from a broken neck.

The Aston Martin Owners Club honoured the memory of Jock St. John Horsfall by establishing the 'St. John Horsfall Memorial Trophy', race meeting held annually at Silverstone. This first performed on July 29th 1950.

The award since 1970 has gone to the member driving a pre-war Aston Martin in any trim, winning a handicap in the St. John Horsfall race at Silverstone.

It may surprise some readers to know that Rowan Atkinson (Mr. Bean), is a regular racing member of the AMOC and won the St. John Horsfall race outright in 1193, driving an Aston Martin C Type 2 litre.

David Brown was at the 1949 Spa meeting and having only recently purchased Aston Martin, was naturally delighted.

In 1950 David entered a team of three Aston martin cars with six the cylinder Lagonda engine. Having been impressed by John Wyer's efficiency, he offered him the position of Team Manager. John subsequently choosing Jack Fairman and Eric Thompson to join the team.

And so 'The music goes round and round'!

John Lord.

SHVR Events Diary

August

26th - 28th Orllwyn Teifi Vintage Show
Landysul. Contatct - Dereck Davies 01559 370885.

Sun 27th Skewen M.C., Classic & Country Show, Margam Park.

Wed 30th **SHVR Evening Run**
Christine Broughton 01792 882193

September

TBA Beaulieu Autojumble

Sun 10th PVAM & CCC's Sioe Y Ddraig Goch, Heritage in Motion Spectacular. Entry Forms from Sue Surridge - 01639 822049

Sun 17th 21st Vintage and Specialist Rally. Tredeger House, Newport. Forms from R. Wood, 18, Oakland Park, Rhiwderin, Newport, Gwent.

Mon18th **Clubnight**

Sun 24th Beacons Run - MG Owners Club. RobinJones 01792 419780

Wed 27th **SHVR Evening Run**
Christine Broughton 01792 882193

October

13th - 15th **SHVR Autumn Run**

Mon 16th **Clubnight**

Sun 22nd **SHVR Sunday Run**
Christine Broughton 01792 882193

November

Mon 20th **Clubnight**

Sun 26th **SHVR Sunday Run**
Christine Broughton 01792 882193

December

Mon 18th **Clubnight**

Haynes Motor Museum

Steve Pearson is considering organising a visit to the Haynes Motor Museum at Yeovil, someone has suggested he combines it with a trip to Street for the ladies (a little sexist Steve, some of us ladies would prefer to go to the museum - Jan).

Steve would like to hear from anyone who would like to go along, so he can get an idea of numbers before making firm arrangements. You can contact him on 01792 416985

5th Beacons Run

- 24th September 2000

Swansea MG Owners club are running their annual Beacons Run on Sunday the 24th September starting at Pont Abraham Service Station at 10.00am.

This event is being run in conjunction with SHVR as the Abertawe Tour is not going ahead this year. The event is open to all classic or historic vehicles and is in aid of the Ty Hafan Children's Hospice in Sully.

The route meanders through Tumble, Nantgaredig, Llandilo, Carreg Cennen, Trecastle, Brecon, Llangors, Talybont, Libanus and once again will finish at the Garnnant Forestry Centre near Merthyr.

The cost of the run is £12 per car to include rally board, route book and commemorative plaque.

If you are interested please phone Robin Jones on 01792 419780 for details.

SWANSEA FESTIVAL OF TRANSPORT

We have received some dates for next years diary already, from Ashley Lovering, organiser of the Swansea Festival of Transport.

their Swansea to Carmarthen road run will take place on Saturday 16th June 2001.

The 6th Swansea Festival of Transport being held the following day, 17th June 2001.

All are welcome at both events, anyone interested can contact Ashley on 01792 280761 between 6pm and 8pm (not Friday) or send an S.A.E. to 5, Clos Cynan, Hendrefoilan Woods, Killay, Swansea. SA2 7DL.

If you wish to add to or correct the details of any of the events listed, Please contact Jan Thomas on 01792 205129.

FOR SALE

1962 Morris Traveller, Smoke Grey, MOT'd, original. Excellent condition. Some spares. New addition forces sale. £2,995
Contact Dave - 01639 643961

1946 Talbot 10 Super Sport, one of only 10. No Engine or box. Restoration job.
Contact Ian Mackie - 01545 590467

1951 YB Series MG 1½litre. Mechanically restored to the highest standard. Needs paintwork and finishing. £3000 ono.
Contact Chris Thomas - 01267 290292

Caravan, 9yrs old, Ace 2 berth. Full equipment and Awning. Very good condition. Offers around £3000.
Contact Chris Thomas - 01267 290292

Wolsely 16/60 1967 manual. Colour two tone, rose taupe/fawn. Genuine 86k miles. One owner from new. Recent respray. Many spares available. Offers.
Contact Joe Edwards - 01792 541466

J reg Vauxhall Cavalier SRi. metallic black, full M.C. Rally kit, Alloys, MOT'd. Excellent condition. £3,000 ono.
Contact Adrian - (mobile)07899 704072.

1955 Split Screen Moris Minor. Original 803cc engine, much work done, so in excellent all round condition. Ill health forces reluctant sale. Open to sensible offers.
Contact Elwyn Rosser - 01639 644698

4 MG ZA/ZB or MGA wheels, in good condition, tyres are still holding air and road legal, crossply. £60 the lot. Also a number of Austin 7 crankcases and crankshafts, 2 and 3 bearing types, as well as a number of engine bits. phone for full SP.
Contact Stuart Phillips - 01792 234605

MG Magnette parts.
Contact Angharad - 01269 841944

ADVERTISEMENTS

If you would like to place a large advertisement (full, half or quarter page) in this magazine, then please contact Mike Palmer (01792 203638)

Morris 1800, 1973, lime flower, long MOT, good overall condition. Good basis for rally car. 2 owners only 43K genuine miles. £500 ono
Contact Robin Jones - 01792 419780

Triumph GT6 Mk2 bodyshell,fitted with enough new panels to mae it rigid. Complete with doors, hatch, bonnet, bumpers and windows. Will also fit a Spitfire chassis. make me a silly offer, or swap something interesting/useful. (Scamp chassis?)
Contact John - 01792 864731

For Sale. "Herbie's Girlfriend". ie- Lancia Monte carlo. Tax and long MoT. Pretty car, stupid acceleration. Mid-engined 2 litre twin-cam, very recent rebore, etc. open to offers or part exchange. Also another engine, seriously damaged by losing cambelt.
Contact Dudley - 01792 865582. Also Wanted new windscreen for my other Monte Carlo.

Ford Fiesta Mk1 Y reg. For Spares. £50 ono.
Contact Steve - 01792 416985

1976 Daimler XJ6 two-door pillarless coupe. Dark Blue, vinyl roof, chrome w/wheels. MOT'd, ready to go. £3000.
Contact Bill - 01792 643289 or

Lanchester, well known to many SHVR members, the late Arthur Jones' Lanchester, with loads of spares. £3,000.

Contact Peter - 01222 890431 or Mike Palmer 01792 203638

1952 Riley RME, Reg. No. LWW 593. 4.000 miles since engine rebuilt. Many spares. respray equired and new vinyl on roof also required. £1,000. No offers.
Contact Mr. R. Gale, 21 Broadlands Ave., Waterlooville, Portsmouth, Hants. PO7 7JE.

1972(K) MGB GT. British racing green, some history. Offers around £3,500.
Contact Mike Batcup - 01792 299360.

WANTED

Workshop manual for Escort Diesel MkIII.
Contact Steve - 01792 416985

A60 Van parts, anything at all.
Contact Mike Protheroe - 01792 578622

MGB Roll Bar or cage. Haynes manual for Volvo 240 Series.
Contact Robin Jones - 01792 419780

Triumph Stag anything considered, price negotiable.
Contact Mike Protheroe - 01792 578622

Jaguar XK150 Body parts for Drophead restoration particularly chromework, headlamps etc.
Contact Steve Mitchell - 01558 650620.

Pre 1938 Douglas 500cc or 600cc. Any condition considered, preferably complete in running order. Cash waiting.
Contact Howell - 01792 773801

Does anyone have any spares for **J40 Pedal cars**.
Contact Mike palmer - 01792 203638

ARTICLES FOR THE MAGAZINE

If you have any articles, stories, pictures, cartoons or anything that might be of interest to fellow enthusiasts, Please send them to:

Jan Thomas, SHVR,
145, Dunvant Road, Dunvant,
Swansea. SA2 7SJ.

FOR SALE

1963 Jaguar 3.8 MkII Auto P.A.S reclining front seats (pretty rare). Dark Blue. needs full restoration, in dry store for last 10yrs. Genuine car - not botched about. £2,500 ono.
Contact Thomas - 01269 832733 (evenings only)

Triumph Herald 1200 estate (1967). Taxed but no MOT (shouldn't be difficult). Usually neglected over many years, but occasionally abused. has been a faithful and reliable old girl, but is now looking somewhat 'lived in'. Ideal for inverted snob. bring a battery and a couple of hundred beer tokens, and drive away. Offer includes Dolomite 1500 engine and gearbox.
Contact John - 01792 864731

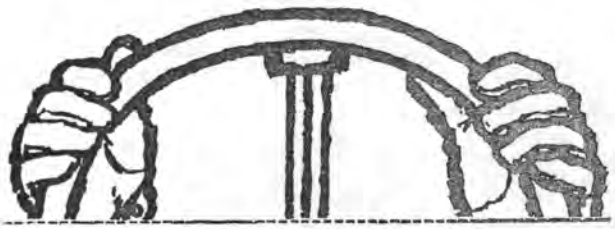
1967 1098 Morris Minor 2-door Saloon. Light blue, original condition, low mileage, one lady owner from new. £1400 ono.
Contact Miss Jones - 01792 298623

MGB Roadster. Stored 8 years. Starts and runs. Sound but needs replacement panels. £950.
Contact Chrir or Alan - 01792 882193

1970 Triumph Herald 13/60 saloon, Blue, very good condition. Tax exempt Mot'd Ready to go. £1600 ono.
Contact 01792 899323

Sherpa Minibus D reg, no MOT, needs TLC. £250.
Contact Chris Thomas - 01267 290292

Are you a
BP Superman?



Start first time—on BP Super. You accelerate more smoothly, you go further in top without pinking. And this energetic petrol gives you more miles per shilling, too.

The true BP Superman also uses BP Energol —the oiliest oil.

BP
ANGLO-IRANIAN OIL CO., LTD.

My name is Hillman, friends call me 'Minx' I was born in Coventry in 1953. I am all over black, complete, and in original condition. I need a lot of tender loving care, and although my owner has done much to improve my appearance much more needs to be done. £250 for me.
Tel: Owner on (01792) Swansea 204678

One must be sold to prevent cross breeding. **Vauxhall Astra** 1986 D Reg. MOT to 10/2/01, good tyres, clean all round condition, radio cassette, attempted break in has caused some damage to locks.. £250 must go.
or **Peugeot 405**gldt turbo deisel saloon 86k miles. 1993/4 'L' reg MOT til October, Taxed till July. recent service including timing belt. Very reluctant sale. £2250 or near offer.
Contact Huw Evans - 01792 862080

Vitesse 1600 parts for sale. New Crank and exhaust manifold, open to offers. Also radiator for 2ltr. Mk1 Vitesse £15 needs some work.
Contact Huw Evans - 01792 862080

1966 Daimler Jaguar 2.5 V8. mechanicaly good, body sound, needs interior renovation and respray. 79,723 miles (spent over 20 years in a garage). £3,500 o.n.o.
Contact Tim Williams - 01792 417516 or Mobile 07968113838.

Rover P6 1978 2.2SE, loads of spares, good condition, needs MOT. £500 ono.
Contact 01792 585608

Triumph 2ltr Mk1 parts. Radiator needs minor repairs to neck £15 ono. Headlamp surrounds good condition £10 ono for pair. Saloon rear window £5. S.U. carb repair kit (one only) £10 ono. original oil filters £4 each. sealed beam headlamps £5 each.
Contact Huw Evans - 01792 862080

Morris minor 1098 Clutch complete, still in box. £50.
Contact Harry Richardson - 01639 646639

MGB Engine and gearbox with overdrive.
Contact Ted Purcell - 01792 865502

SHVR Regalia

Leather Key Fobs

£1.75

Sweatshirts

SHVR embroidered sweatshirts with standard or 20th anniversary badge. Several colours available

upto XL **£17.00**

XXL **£18.00**

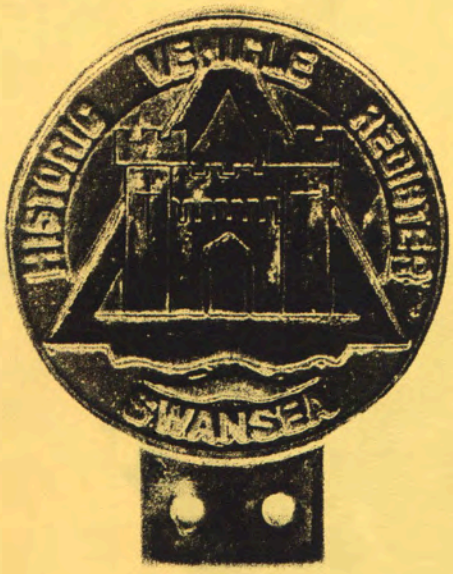
Windscreen Stickers

£1.00

Head Gear

Both baseball caps and woollen hats are available with the SHVR logo.

£7.00 each.



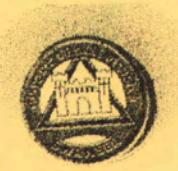
SHVR T-Shirts

£8.50

SHVR Umberella

Available in Blue/white or Red/white.

£17.50



Tie Pins £1.75

Car Badges

SHVR Car badges, the ideal way of showing your support for the club.

£17.50

Polo Shirts

Embroidered polo shirts with standard or 20th anniversary logo.

upto XL **£14.50**

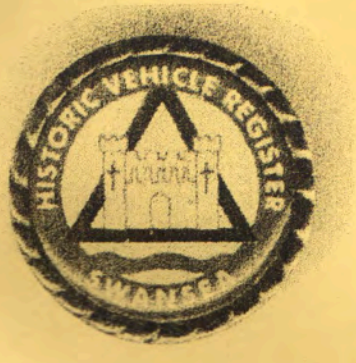
XXL **£15.50**

Polo Shirts with a printed logo are also available.

£12.50

Brittany tour polo shirts

£12.50



Lapel Badges

£1.75

Blazer Badges

With SHVR logo

£8.00

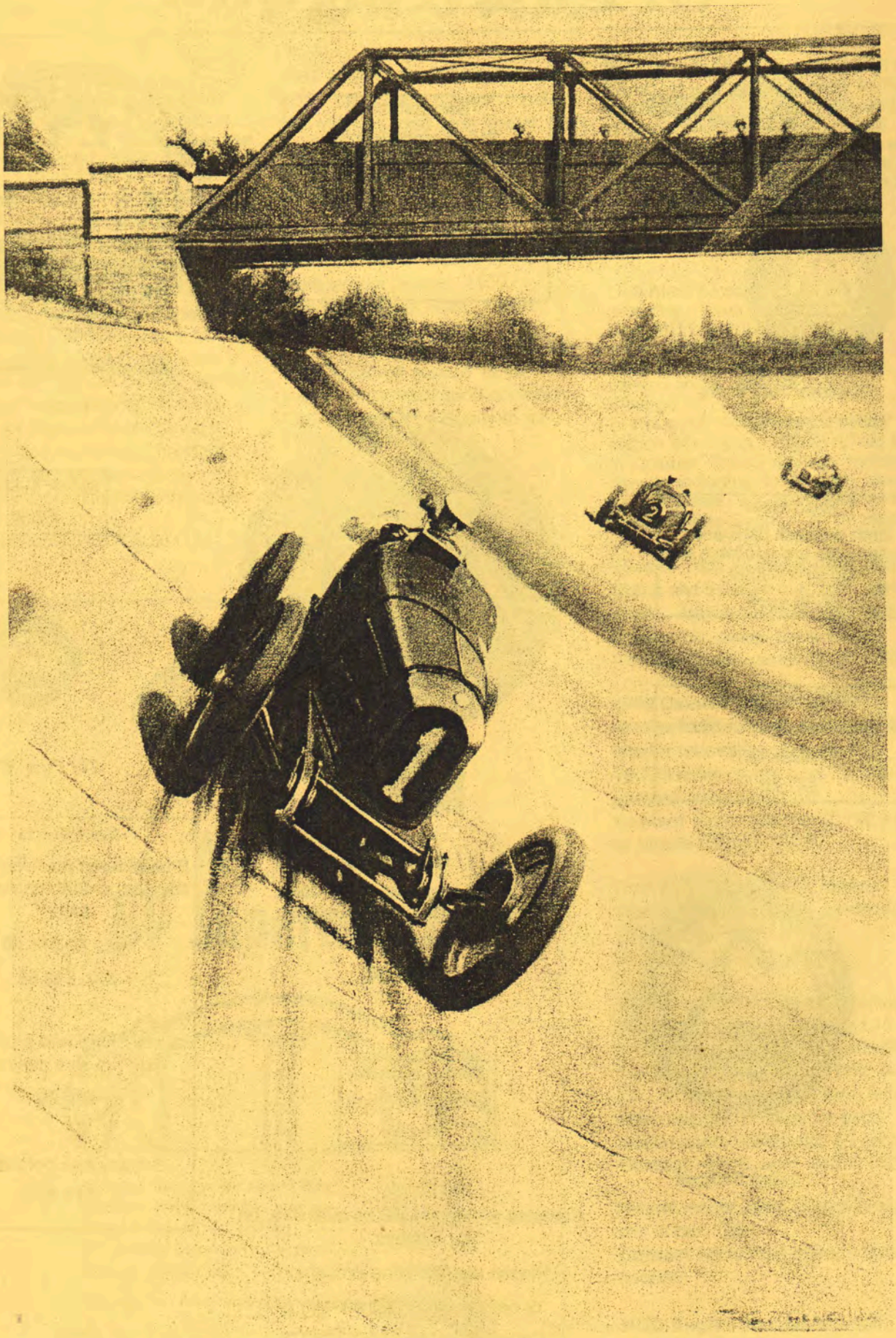
Samples of Regalia will be available on clubnight.

Please see Christine Broughton

or call her on 01792 882193 or

Penny Webb on 01558 823378

if you wish to purchase any of the above items.



Edited and compiled by Mike Palmer & Jan Thomas