

SHOW Magazine

January 2000



S.H.V.R. OFFICERS

Chairman- Mike Palmer 01792 203638

Vice Chairman- Mike Evans 01792 206686

Secretary - Ray Kethburn-Thomas
01792 418437

Treasurer- Robin Jones

Membership Sec.- Stan Bingham 01792 360291

Club Regalia- Christine Broughton
01269 870293

COMMITTEE

Huw Evans 01792 862080

Alan Broughton 01269 870293

Dave Channing 01269 854765

Llew Davies 01369 773812

Steve Pearson 01792 416985

Mike & Jan Glinternick 01792 411099

Peter Richards

PRESIDENT

Johnny Thomas 01267 290215

VICE PRESIDENT

Mike Worthington-Williams

IMPORTANT!

Singleton 2000

There will be a planning meeting for Singleton Vintage Car Fayre on Sunday 23rd January 2000 at 7.30pm in Murton Rovers. Anyone willing to help would be made very welcome.

Well Done!

We would like to congratulate SHVR member Holly Davies on passing her motorbike test. She will be easy to spot on clubnight now, she'll be the one in skintight black leather!!

Well done holly.

SPANNER IN THE WORKS

Alan & Christine Broughton presented their "Spanner in the works " Award for the first time at the Christmas Buffet. It is intended that the trophy will be presented annually to the person who has overcome mechanical adversity (either their own or someone else's) in style. Such Mike Glinternick when he had three flat tyres in one day, or Mike Palmer when towed the Isseta Bubble Car most of the way around the Abertawe tour back in 1997. This years recipient was Keith Turner for rescuing a Volkswagon in distress on the Abertawe Tour last August.

Lest We Forget!

Reminding us of the long hot days of summer are SHVR members Mike Jones and his 'sleep partner', Dave Lloyd.





The Thoughts of Chairman Mike.

Well that's it! Another Millennium gone or was it? Some would disagree and say that next new years eve is the end of the millennium. One thing for sure I don't think any of us will see the next one!! I hope you have all recovered from the festivities and are in a reasonable state of repair and raring to tackle the next twelve months of compulsory chaos that the committee of SHVR has in store for you.

1999 was yet another very busy and successful year for the club, membership has remained at well over the 200 mark. The hard work and devotion of the committee and officers of SHVR have ensured that The club has remained the best in Wales. Our

events and runs have attracted members from all over the country. As a multi marque club we cater for all vehicles of historic interest and encourage the daily use of these vehicles whenever possible.

My next task is to attempt a resume of 1999.

We started the year with one of the superb Sunday Lunch Runs organised by Alan & Christine Broughton, these have become a regular monthly jaunt to some rather nice hostelrys in and around the area.

Mike Worthington-Williams entertained us at club night with a new batch of his 'Finds & Discoveries', a very popular, informative and entertaining evening.

Steve Pearson organised a trip to the Classic Car Show in March and then it was the biggy! Our own SHVR Singleton show. This year it was even bigger and better, the very hot day attracted record crowds. A truly magnificent club effort. The financial success of the show has enabled us to donate £7000 to good causes, something we can all be proud of.

Then just as the dust started to settle it was off on our annual jaunt to Kinsale, always a warm welcome from our Irish friends. Our former Chairman, Mike Green, introduced SHVR to Guinness sipping some 10 years ago, the original idea was to find ways of importing the falling down liquid into Wales. We know how to transport the stuff, the hard bit is how do we convert it back into its drinking state in our bathrooms (Toilets) back home!! No sooner had we returned from Ireland when Hywel was taking another group of SHVR explorers back to Jimmy Bohuns jaunt in Mallow. We then had a HGV driving skills invite from Marie Curie Nurses at Pembrey Circuit. Then there was the visit to the Jaguar factory in conjunction with the Jaguar Enthusiasts Club. SHVR were invited to assist with Marshalling at vscC Pembrey Race Day. A Glorious sunny day with some terrific racing.

The following day saw the first of our motoring runs, first off was the Castles Run. The idea was to view as many castles and ancient monuments as possible on a picturesque run around South West Wales, almost seventy cars enjoyed this run with a lunch stop at Llys y Fran reservoir.

July saw the clubs annual B-B-Q at Murton Rovers (it rained as usual). Then we had the Abertawe Tour which started from Jan & Mike's garage in Fforestfach, another superb run over the Black Mountains with a coffee halt at Llangadog before winding our way through Llandeilo back to Murton Rovers for a lunch stop and then onto Fairwood Airport for pleasure flights and presentations. We then had Robin Jones' M.G. Run which took us over the Beacons and far away with a lunch stop at Llanwrtyd Wells, another very well attended event.

Then came the Bluebird Electric land speed record that SHVR were invited to attend, followed closely by the clubs annual jaunt to Beaulieu where the club has had an autojumble stand for many years. Then under the leadership of our Patron Ray Legate, it was off to Luton for a visit to the Vauxhall factory.

The next excursion was a trip to the NEC for the Classic Car Show, and to round off the year, December saw our Christmas Club Night Buffet.

That wasn't all, in between, the popular monthly Sunday and Evening Runs continued and we also helped Ronald McDonald by transporting him around various hospitals in the area.

The Club magazine is a very important part of the club, as it acts as a notice board and keeps members informed of events. We rely on members for information, so please keep sending those snippets and articles to us, also your ads.

The organisation and success of these events has been down to the individual organisers and assistance from the sponsors, so our profound thanks to:

Every one concerned with our Singleton May Day Show.

Riverside Jeep who sponsored the Castles Run.

Mike & Jan Glinternick, Castell Howell Foods, Trainers-BMW, Neilsons, Lewis Meats, Brisco Williams and Snelling Insurance for sponsoring the Abertawe Tour.

Dave Roberts and The Evening Post/Herald for promoting SHVR.

Mike Worthington-Williams for promoting and mentioning SHVR on a regular basis through Classic Car Mart.

Ray Legate for his monthly articles.

Murton Rovers for their hospitality and superb buffets.

Bill Radford for his efforts in organising raffles, and everyone who donated raffle prizes.

Gerald Gill and Jan Thomas for their help in compiling the magazine.

Christine Palmer for all the behind the scenes help and support.

A very special Thanks to all the committee for their hard work and devotion to SHVR and it's members.

THANK YOU ALL.

A very happy and prosperous new year.

Safe Motoring.

Mike P.

CLUB CHAIRMAN



So there is a company in Britain in charge of Traffic Jams.

Whilst travelling back from a business meeting last week, eight or nine miles from the Newport turn off on the M4, the traffic had started to tail back and we were all reduced to a snails pace.

As we eventually approached the Newport junction the cause of the holdup was blatantly obvious, a rather large articulated wagon had overturned blocking all three carriage ways.

As we were directed past the obstruction, via the hard shoulder, we could see emblazoned all over the overturned vehicle, 'Robertsons - Making Jams Since 1876'.

The Latest Answer to the Leaded Fuel Crisis.

Club member and roving reporter, Dave Roberts, informs me that he has been studying the problems surrounding the use of a replacement fuel with a lead additive to run his Morris Minor. The picture below (so I've been told) shows Dave testing his theory at a secret location near Neath. His conclusions, engine wear - negligible, fuel consumption - nil. Additional benefits - no tyre wear and the Morris can travel across water with no risk of compensation in the disrupter!



To: N.O. Way - Senior Engineering Officer

From: I.M. Little - Engineering Drawing Dept.

Sir,

My salary review notification arrived today. It came as very much of a shock. As a matter of chance I was in the smallest room of the house when I read your remarks, which gave me the time to reflect on a response to your memo; I decided to put it behind me.

Yours sincerely

I.M. Little.

SHVR - Christmas Bonanza

Seven Thousand pounds given to good causes in 1999.

During 1999 Swansea Historic Vehicle Register gave a total of £7000 to various deserving causes. apart from the £4000 handed out at the Christmas Buffet, we have also supported The Evening Post Cancer Appeal, St. Johns Ambulance, Bishop Gore Comprehensive School, The Rhyddings Ranger Scouts, The Sea Cadets, Neath Air Cadets, Kinsale Hospital and West Glamorgan Drug Abuse. This was all made possible by the huge effort SHVR members put in to make the Singleton Vintage Car Fayre in May so successful. Well done to all.



SHVR Member, John Presdee, accepting a cheque for £250 on behalf of his wife's association, Murton Rangers.



SHVR Committee Member Steve Pearson presenting a cheque for £250 to the Partially Sighted Association.

SHVR Member, Jan Thomas, presenting a cheque for £250 to Miss J.L. Barrett, Headteacher of Durvant Infants School.



SHVR Committee Member Alan Broughton, presenting a cheque for £250 to The Stroke Association.





SHVR Secretary, Ray Kethburn-Thomas, presenting a cheque for £250 to SHVR president, Johnny Thomas, for the Pembrokeshire Siblings.



SHVR Committee Member, Llew Davies, presenting a cheque for £250 to Dr Khans Cardiology Fund, in memory of the late Gerry Lloyd.



SHVR Vice chairman Mike Evans Accepting a cheque for £250 on behalf of Glamorgan Badgers, which is where you will find Mike when he's not attending SHVR events!



SHVR Member Mike Jones, presenting a cheque for £250 to the Duffryn Unit Cefn Coed, where they help Alzhimers sufferers and their families.



SHVR Committee Member Keith Turner, presenting a cheque for £250 to the Swansea Sea cadets.



SHVR Committee Member Huw Evans presenting a cheque for £250 to the British Heart Foundation.

Our Ref.: DJ/ALK/32964

12 January 2000

Mr Mike Palmer
Club Chairman
Swansea Historical Vehicle Register
10 Carnglas Avenue
Sketty
SWANSEA
West Glamorgan
SA2 9JG



The Children's Hospice in Wales

Dear Mr Palmer,

On behalf of the Trustees of Ty Hafan, thank you so much for your further wonderful donation of £1000 to our Appeal. Please pass on our sincere thanks to everyone at Swansea Historical Vehicle Register for their continuing support.

As I stated in my last letter, we were able to open the doors of the Hospice and welcome children with a life-limiting illness along with their families. The Hospice provides a much needed haven or all the family with a care team committed to child and family centred care.

We need to continue to raise £1 million each and every year to ensure that Ty Hafan continues to provide this vital service, totally free of charge, to those families in Wales who so desperately need it.

Thank you all once again for considering Ty Hafan worthy of your support.

Yours sincerely

DOMINIC JENKINS
Chief Executive

Mike Worthngton-Williams accepting SHVR's cheque for £1000 on behalf of Ty Hafan from club Chairman, Mike Palmer.



BRITISH RACING GREEN



Colour of TRADITION

In the days before advertising and sponsors' decals obliterated the basic colour of racing cars, International colours were recognised in the field of Grand Prix racing and other events. It has become a legend, supported by fact, that cars such as the Sunbeam, which was the first British car to win the French GP (Segrave, in 1923), and the great team Bentleys which trounced the opposition at Le Mans in the vintage period, were painted British Racing Green.

Those restoring Bentleys and other appropriate cars were delighted to discover that the prestigious paint manufacturer, Parsons', had a code-number (479/16) covering this British Racing Green, or more correctly, Napier Green. In fact, this 'Napier Green' might have been described even more accurately as 'Panhard Green', for the following

Why did a particular dark shade of green become Britain's traditional racing livery, and not blue, red or white?

Bill Boddy reveals that the fascinating origins of British Racing Green at the turn of the century include a touch of superstition

reason. When the British racing driver Charles Jarrott went over to Paris in 1901 to see the powerful 40hp Panhard that he was to drive in the forthcoming 687-mile Paris-Berlin race (in which he finished 10th, at 36.1mph) he wrote afterwards:

'On entering the works, one of the first persons I met was M. Clement, and he very kindly conducted me to the shop which contained my car. It would be difficult to express my feeling of pride as I gazed upon the monster which I was to conduct in the first really great race of my life. I noticed particularly that the car was painted green – a beautiful rich, dark colour, which gave the car such a handsome appearance that I wondered why everyone else had not painted their cars green also. But M. Clement gave me a reason for this. He explained that my number in the race was '13', and the reason it had been

Left: Mayhew (Napier) in the trials for the 1904 Gordon Bennett. Right: Edge at the start of the 1903 Gordon Bennett, also Napier-mounted. Below: Earp's 1903 Napier at the 1904 Eliminating Trials for that year's Gordon Bennett – the venue was the Isle of Man



Left: S.F. Edge and 'mechanicien' Cecil Edge at the 3.34am start of the 1902 Paris-Vienna race. Below left: Earp's Napier, 1905 Gordon Bennett. Below right: Sammy Davis in a Bentley leads an MG and eventual winner Glenn Kidston in another Bentley



allocated to me was because no one else would have it. But they had been struck with the happy idea of painting the car green (the French lucky colour) with the object of nullifying the bad effect of the unlucky number.'

This was somewhat ironic, because in England green was sometimes suspect in the minds of superstitious persons! Certainly racing drivers eschewed No.13 on their cars. It was never seen at Brooklands, for instance, and it used to amuse me to see how frequently the newspapers (which devoted far more space to motor racing than is sometimes realised), in quoting the number of runners in a race, would publish one too many, having omitted to subtract the missing No.13. To Jarrott, back in 1901, the fact that his Panhard racer was numbered 13 and painted green mattered not at all. He deemed himself fortunate indeed to be an Englishman trusted with the latest works racing car for this important contest...

In fact, National colours had been stipulated for the first Gordon Bennett Cup race in 1900, with some reason, because this event was for teams of cars made entirely, even to their tyres, in their country of origin. France was allocated blue, Belgium yellow, Germany white and America red, there being no British entries. It seems, however, that this colour stipulation did not figure in the general regulations for the race and it was apparently abandoned for the 1901 Gordon Bennett race. The idea may have stemmed from the Panhard-Levassor racing team, whose cars in 1898 and 1899 were painted, respectively, blue, white and red, to represent the French tricolour.

In England, green was sometimes suspect in the minds of superstitious persons!

The giant Napier which S.F. Edge drove in the 1901 Paris-Bordeaux race – which incorporated the GB Cup contest – was red. In the event its 17-litre engine, top speed of 70mph, and weight of some two tons, defeated its British tyres and French ones had to be used, and so it was eliminated as a Gordon Bennett contestant. Around this period of racing, if contemporary paintings are correct, the French Mors and Renault racers were painted red, Gabriel's 60hp Mors that so ably won the tragic 1903 Paris-Madrid race was white, Jenatzy's famous 1903 GB-winning Sixty Mercedes blue. The big Renault that won the 1906 Grand Prix for France was red, and so on...

So how did British Racing Green originate? To answer this we have to look at the 1902 Gordon Bennett race. It was part of the Paris-Vienna event, and Edge, having learned his lesson, ran a lighter 6½-litre Napier and was the only finisher, averaging 31.8mph over the 351-mile section to Innsbruck that won him the American's Cup. This victorious Napier was painted olive green, perhaps because Jarrott had recounted to Edge his 'lucky colour' story of the

previous year, but more likely because at this time Napier touring cars were usually this colour. Jarrott seems to have stuck with the green that served him well in 1901, for the exciting 70hp Panhard with which he won the 1902 Circuit des Ardennes was of this colour and so, it appears, was the Wolseley 'Beetle' he used for the 1904 Gordon Bennett race.

The rules of these Gordon Bennett races stipulated that whichever country won must organise the next year's contest on its own terrain. Edge having brought home the Cup in 1902, Britain had to host the 1903 race. Racing on the mainland roads being illegal, a search was made to discover a suitable course in Ireland. In seeking the Athy course that was eventually used, the amateur sportsman Count Eliot Zborowski twice went to Ireland, the second time with S.F. Edge, one of whose monster 1901 Napiers he was said to have ordered, in spite of his allegiance to Mercedes.

Since the Gordon Bennett race was in Ireland, it was suggested that the Napiers be painted emerald green

The story goes that after inspecting this course in the Emerald Isle, the Count suggested that, as a gesture to the Irish, the British cars in the race – which comprised only the Napiers of Edge, Jarrott and Stocks, although the Wolseleys and Star had been other British contenders – should be painted emerald green. Before the race was run the Count lost his life at La Turbie, driving his new Sixty Mercedes, but the Napiers duly raced in green (although a Mercedes won the Cup) and the Napier pit-staff wore green ties...

Today at the National Motor Museum you can see the green 1903 Gordon Bennett Napier which Lord Montagu of Beaulieu brought back from its long spell in America. It must have been Edge's link with Zborowski that resulted in the lightweight H.J. Mulliner bodies of these racing Napiers being finished in the suggested green hue.

National colours were re-introduced for the 1905



In the fifties British racing green dominated at Le Mans, particularly when applied to Jaguar or Aston Martin. Above: The 1951 winner, the Walker/Whitehead C-type, leads Parnell's Aston DB2. Left: The Rolt/Hamilton D-type was second in 1954 – but it was a close-run thing. Above right: The sixth-place Rolt/Hamilton D-type in 1957 also saw the debut of the 3.8-litre engine. Below right: By 1961 Aston's BRG was paler, as evinced by Jim Clark and 2 VEV at Goodwood



Gordon Bennett Cup race in the Auvergne. After all its previous use by British drivers, it was natural for green, superstition notwithstanding, to be specified for our cars – the Wolseleys, one of which was driven by the Hon. C.S. Rolls, and Earp on a Napier. By this time motor racing was sufficiently popular for the primary colours to be insufficient for the number of countries entering, and after France had been given blue, Germany white, and Italy black, Austria had to make do with black and yellow, Switzerland with red and yellow. As for the USA, it was not then interested enough in racing in Europe to be allocated a National colour.

Long after these official colours had been announced it occurred to the great motoring historian Baladeur that it was a thought illogical. Surely, he said, Italy should in 1905 have been given green, the distinctive colour of the Italian tricolor which fitted in nicely with that nation's masonic associations? Soon after the Gordon Bennett race, Italian racing cars were painted red, the colour of the shirts of Garibaldi and the Thousand, and, ever since, this has been the traditional colour for Alfa Romeos, Ferraris, etc.

In 1911, race officials, organising the *Coupe des Voitures Légères*, again insisted on the competing cars using specified colours. These were now named as blue for France, red for Britain, white for Germany, yellow for Belgium, red and green for Italy, red and white for America, and green for Scotland. But by the time of the 1912 French Grand Prix at Dieppe these rules were defied. The *Coupe de L'Auto*-winning 3-litre Sunbeams were green, the Fiats red, and Arrol-Johnston from Glasgow went in for the blue and green of the Gordon tartan!

Yet when the 1913 *Coupe de l'Auto* voiturette race was held, the British Sunbeams and Vauxhalls

were all painted red...

After the First World War it sorted itself out, with our cars wearing green, Italian entries red, French cars blue, and so on. But dear old Baladeur was not content with this, suggesting that as green might have been unlucky for us we should have traded our former red for Italy's black. Mussolini would have agreed, surely – the Blackshirts! – especially as he could rouse Italian crowds to a frenzy by chanting 'Freemasons!', 'Freemasons!', 'Freemasons!', so would not have wanted green!

It was not to be. Between the wars the now well-known colours were accepted and I must say red seems right for the fiery Italian enthusiasm for motor racing, blue equally correct for Delage and Bugatti. Britain got along not too badly with green, the Sunbeams from Wolverhampton winning two Grands Prix. As if to make the point, there was that Aston-Martin *voiturette* called 'Green Pea'. And it would have been unthinkable, wouldn't it, for the great green Team Bentleys to have gone down to the start at Le Mans in any other colour? In 1930 the Bentley team drivers who had finished a race wore dark blue ties with two green stripes, and the men of Sir Henry Birkin's Blower 4½ Bentley team wore ties in which the Baronet's colours of grey and red were flanked by the racing green...

So green for Britain – but many shades of green appeared on our cars, from light green to almost black. It always troubles me, when I am asked by an artist if I will turn up the colour of a particular racing car in the Brooklands' records, what shade of the named colour it will be painted...

That aside, when S.C.H. Davis sought to help Zborowski when the STD team was so unprepared before the 1921 French Grand Prix, by painting hastily the 3-litre Darracq the Count was to have driven, Sammy, watched by a grinning René Thomas who knew there were no brakeshoes available for that car, would have used a pot of *blue* paint; yet had it been an identical team-car with a Sunbeam radiator, he would have needed *green* paint! Which is the colour the meticulous Segrave must have specified when, before the 1922 GP at Strasbourg, he had his 2-litre Sunbeam's body taken on a lorry across the border to Kelh for it to be newly painted, at his own expense, prior to the race – all to no avail, as the valve-gear gave trouble.

Yes, it was green for Britain in those days; but any shade was permissible, a far cry from 'Napier green' of old. And we all know that Mercedes-Benz, both before and after the war, departed from Germany's white with their silver – or even unpainted? – cars, hence the nickname of 'Silver Arrows'.



1930 PROSPECTUS



"ALWAYS FIRST"

THE A.A. PATROLS

THESE men are distributed along the principal main roads of the country and in certain cases on by-roads much frequented by motorists. They patrol their beats from morning until after sunset, and are thoroughly acquainted with all local conditions affecting road users.

In addition, they are familiar with contiguous highways, and are therefore able to give local information, useful to members desirous of making tours across country with which they are not acquainted.

All the patrols are competent to undertake minor roadside adjustments, change tyres, detachable rims or wheels, etc., and in the event of tyres, ignition plugs, motor cycle belts, or other accessories having to be renewed, they will procure the necessary replacements from the nearest garage.



FREE LEGAL DEFENCE AND ADVICE

FREE Legal Defence is afforded to every member in any proceedings under the Motor Car Act and Roads Act in Courts of Summary Jurisdiction in the United Kingdom. All that the member has to do is to place the conduct of the summons in the hands of the Association, when the Association's solicitors go carefully into the evidence and defend the case entirely free of cost to the member.

This benefit includes Free Legal Representation by the Association's solicitors in approved civil cases arising out of the use or ownership of privately owned cars or motor cycles.

Every member of the Association is entitled to the advice of the Legal Department free of charge, on any matter directly arising out of the use or ownership of his motor car or motor cycle.



WHAT YOU GET FOR YOUR SUBSCRIPTION.

In return for £2 2s. a year (10d. a week) as a car member, or £1 1s. a year (5d. a week) as a motor cycle member, the most comprehensive Road Service in the World is placed at your disposal. This unparalleled Service covers:—

Free assistance by A.A. patrols who will be found on 30,000 miles of main road in Great Britain.

Free legal defence in proceedings under the Motor Car Act and Roads Act, in any Court of Summary Jurisdiction in the United Kingdom.

Free use of Roadside Telephone Boxes at any hour of the day or night.

Free help from the patrols in charge of Day and Night Road Service Outfits.

Free advice and assistance by the home and foreign touring departments of the Association.

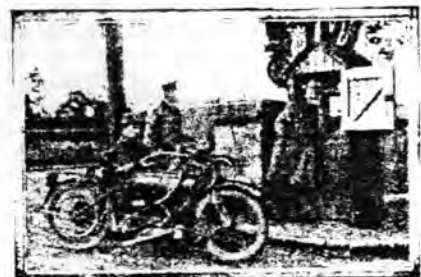
Full particulars of these benefits (which could not be obtained by non-members for many times the cost of the subscription) will be found in the following pages.

A.A. ROADSIDE TELEPHONES

THESE Telephones are installed by the roadside, in patrols sentry boxes. Others are located at cross roads, sharp corners, and similar danger points. In addition, new sentry boxes are being erected in districts where telephones are scarce, and on roads passing through lonely areas.

All the roadside telephone boxes have been adapted for use by members at any hour of the day or night. After dark the exterior "Phone" signs are illuminated to enable members to find them. Telegrams may be sent, by members, from the Boxes.

The boxes are fitted with spring locks of a standard pattern, and keys, of an exclusive rolling, are available to members of the Association. With this key any of the telephones can be used at any time, whether the patrol in charge is on duty or not.



ROAD SERVICE OUTFITS

THE latest extension to the patrol system is the provision of motor cycles fitted with sidecars, carrying fuel, oil, and tools necessary for assisting cars or motor cycles to proceed on their way.

These machines are driven by men able to deal with minor adjustments. In cases of serious breakdown the duty of the patrols is to get in touch, either by telephone or by journeying thereto, with the nearest agent.

Road Service Outfits similar to those referred to above but specially designed and equipped for night work are working on a number of roads radiating from large cities and towns, and a few other roads important tonight traffic. Each outfit carries an illuminated sign, showing to front and rear the words "A.A. Road Service."



FOREIGN TOURING

MEMBERS going abroad with their cars or motor cycles are supplied with routes for their tours, also triptyques and *cartes de passage*, which enable them to avoid the trouble, delay and expense of depositing duties on the frontiers.

The transport of motor vehicles to any foreign port is arranged; A.A. representatives meet members at Continental ports, and A.A. supervisors and interpreters are stationed at Newhaven, Dover, Folkestone and Southampton to help members who travel by these routes.

The Association has initiated a scheme, under which members pay a small cash deposit only in respect of Customs dues on cars entering a foreign country, an approved Bankers' Indemnity being accepted for the balance of the duty.



ENGINEERING ASSISTANCE

ENGINEERING advice is given by a skilled staff upon all matters appertaining to the purchase, sale, repair and maintenance of motor cars and motor cycles. Members receive practical advice in tuning up and overhauling their vehicles, also assistance in the settlement of disputes with manufacturers, agents, repairers, etc.

Members may also avail themselves of the services of competent experts for the examination or trial of any car or motor cycle, the condition of which is unsatisfactory or the purchase of which may be contemplated. A scale of charges for this work can be obtained on application.



Members of the staff are also available as expert witnesses if desired.

ROAD SIGNS

TO guide the member on his way, and to safeguard him from hidden road dangers, the Association has erected many thousands of road signs of various descriptions everywhere in the Kingdom. In addition, warning signs denoting "School," "Cross-Roads," "Concealed Turning," "Dangerous Corner," "Level Crossing," also direction signs in towns have been erected.

These road signs are not erected in haphazard fashion. Every suggestion received from members and others, that a new sign is necessary is very carefully investigated and this investigation invariably means an inspection "on the spot."

Motorists who are not members of the Association, but who nevertheless are constantly benefiting by the road information conveyed by A.A. Signs are apt to overlook the fact that such information is costly to provide, and that, as beneficiaries, they should support the organisation which is constantly helping them along the road.

In addition to its road-sign work the Association is always concentrating upon the provision of better roads, and the improvement of existing roads. All motorists, whether members or not, benefit by the unceasing work in this direction.

HOME TOURING

THE Association provides all possible assistance to members touring with their cars, motor cycles or cycle-cars in Great Britain and Ireland.

Routes are specially prepared to meet the requirements of individual members, under the supervision of touring experts who have personal and reliable knowledge of the districts suggested.

Each itinerary, whether place to place or for a tour, drawn up separately according to the member's own stated wishes. Doubtful turnings are shown, and in all cases intermediate distances, as well as total distances, are given.

During the height of the touring season considerable over 4,000 routes per week are supplied to touring members.



APPOINTED REPAIRERS

THE Association specially appoints Agents and Repairers located along all the main roads in the country, after careful investigation into their capabilities for meeting members' requirements with regard to repairs, tyres, garaging, accommodation, and so forth. Scrupulous care is taken to ensure that only competent agents are appointed. They are classified on a 4-star basis according to their equipment and facilities, etc.

For the convenience of members, Agents display a sign outside their premises, which is, in many cases, illuminated at night-time. Repairers fully recognise the commercial value of such official recognition by the A.A., and are ready at all times to assist members to the fullest possible extent.



OTHER BENEFITS

IN addition to the foregoing, A.A. Service includes:—
Roadside Motor Fuel Supply Stations in various parts of the country.

A copy of the A.A. Handbook which contains road information of interest to motorists.

A Special Insurance Policy which includes several unique advantages.

Besides ensuring the comfort of members on the road, the A.A. watches the interests of all motorists. It opposes clauses and Bills inimical to the free use of motor vehicles, fights for fair taxation, and does all in its power to retain the "freedom of the road" for road users.

In your own interest, therefore, you should support the A.A., in return you will participate in all the benefits described in this booklet.

SHVR Events Diary

January

Sun 23rd SHVR SUNDAY RUN
Robin Jones 01792 419780

February

TBA PARIS RETROMOBILE
5th & 6th Bristol Classic Car Show
Royal Bath & West Show Ground, Shepton
Mallet. Contact - 0117 9071000
Mon 21st CLUBNIGHT
Sun 23rd SHVR SUNDAY RUN
Christine Broughton 01269 870293

March

Mon 20th CLUBNIGHT
Sun 26th SHVR SUNDAY RUN
Christine Broughton 01269 870293
Sun 26th Classic Motor Cycle Show.
Three Counties Show Ground, Malvern,Worcs.
contact - 01484 660622

April

Mon 17th CLUBNIGHT
Wed 26th SHVR EVENING RUN
Christine Broughton 01269 870293
Sun 23rd P.V.A.M.&C.C.C. Millenium Run (to St. Fagans)
Contact - Richard 01792 894141

May

TBA Abergavenny Steam Show.
Mon 1st S.H.V.R. VINTAGE CAR FAYRE.
5th - 7th SHVR Kinsale Vintage and Classic International
Rally.
Mon 15th CLUBNIGHT
Wed 24th SHVR EVENING RUN
Christine Broughton 01269 870293
Mon 29th Cardigan Vintage Show

June

17th & 18th Swansea Festival of Transport - Run & Show.
Entry forms from - A. Lovering, 5, Clos Cynan,
Killay, Swansea.
Mon 19th CLUBNIGHT
Wed 28th SHVR EVENING RUN
Christine Broughton 01269 870293

July

TBA Evening Post Motor Show
TBA Scolton Manor
TBA Mallow

Mon 17th CLUBNIGHT
Wed 26th SHVR EVENING RUN
Christine Broughton 01269 870293

August

TBA Three Cocks Vintage Show
TBA Orlwyn Teifi Vintage Show
Landysul. Contact - Dereck Davies 01559
370885.
Mon 21st CLUBNIGHT
Wed 30th SHVR EVENING RUN
Christine Broughton 01269 870293

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.
Mon 18th CLUBNIGHT
Wed 27th SHVR EVENING RUN
Christine Broughton 01269 870293

October

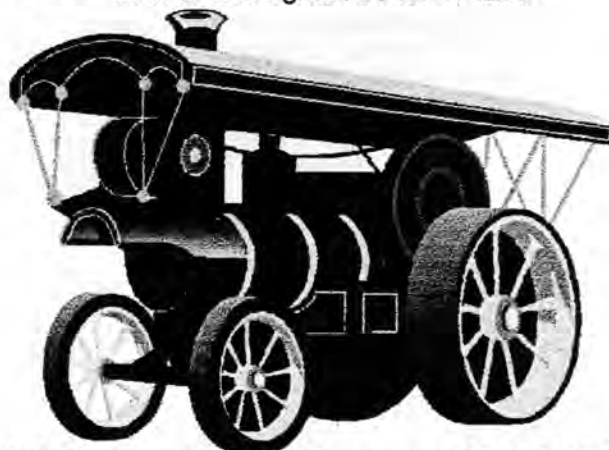
TBA Malvern, Three Counties Showground.
Mon 16th CLUBNIGHT
Sun 22nd SHVR SUNDAY RUN
Christine Broughton 01269 870293

November

Mon 20th CLUBNIGHT
Sun 26th SHVR SUNDAY RUN
Christine Broughton 01269 870293

December

Mon 18th CLUBNIGHT
Sun 24th? SHVR SUNDAY RUN
Christine Broughton 01269 870293



If you wish to add to or correct the details of any of the events listed, Please contact Jan Thomas on 01792 418437.

- A Welcome Break -

The Yuletide - New Year - Millennium break reminded me of Ravel's 'Bolero'; you wonder if it will ever end.....

it was a stroke of genius on Alan's and Christine's part to set up a lunchtime run for members on Monday, 27th. December, which ended at The Angel, Glyn Neath.

Casting off from Pont Abraham, as tradition demands, a good turnout of members followed a circuitous route to The Angel and an excellent meal.

Rumour spread like wild fire that it was Christine's Birthday too, so an impromptu, but nonetheless gifted, choir serenaded her!

A welcome break indeed!

The Minataur.

There was one event of the day that the Minataur wouldn't have known about, the Morris had been running well all day, but when the time came to head for home, she decided that she wasn't going anywhere, the condenser had gone. All efforts were made to get her going but to no avail.

- The Broughton's To The Rescue -

Alan and Christine, unwilling to leave us there on our own, thought it would be quickest and easiest to tow us home. So we set off for Dunvant, some twenty odd miles or so away. As we approached the roundabout near Days in Garngoch, Alan said, "It's a pity this didn't happen last week, you might have won the 'Spanner in the Works' Award", as he said it, he could see another car approaching the roundabout from the right and he decided the best thing to do was accelerate fairly quickly to pull out before it got there and so he put his foot on the accelerator. Unfortunately, Ray had decided the best thing to do was to stop and wait until the other car had past us and so he put his foot on the brake. As Christine and I laughed at Alan's quip about the 'Spanner in the Works' Award, we heard an almighty bang and we looked round to find that the only thing on the end of the tow rope was a Morris Minor Bumper, and that a White Bumperless Morris Minor was stranded in the middle of the roundabout!

Many many thanks to Alan and Christine Broughton for getting us home in one piece and the car home in TWO! I think this assures Alan and Ray a joint nomination for the 'Spanner in the Works' Award in 2000.

It was very nice to see Ray and Ann Pritchard on the run, they decided at 1am. that they would like to come along, and set off from the Midlands at six to join us. Which just goes to show that madness is a prerequisite to SHVR membership.

Jan.



WANTED

Rover P4 105S Grille.

Contact Ray Kethburn-Thomas - 01792 418437

MK I Fiesta Workshop Manual and any spares.

Contact Steve Pearson - 01792 416985

Austin A30 rear bumper, grill and any other spares.

Contact Ray Kethburn-Thomas - 01792 418437

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:

Mike Palmer, SHVR,

10 Camglas Avenue, Sketty, Swansea. SA2 9JG

FOR SALE

1978 Volvo 245 estate, 10 months MOT, 4 months tax, tow bar. Good condition. £250. Also 1980 Volvo, Spares or repair. £50.

Contact Chris Thomas - 01267 290292

1984 Rover SDi VDP V8, Auto. Bodywork needs attention. Another 1984 SDi Rover VDP V8, Manual. Spares or Repair. Large assortment of spares from two dismantled cars including doors, bonnets, sunroofs, tailgates, lenses, interiors (carpets, seats etc.), electrics, wiring looms, window motors, etc. A 2300 engine and gearbox, a 2600 engine (manual choke fitted) and gearbox, axles, discs, wheels etc. OFFERS.

Contact Hywel - 01792 455287.

Triumph GT6 Mk2 Bodysell, fitted new sills etc. and now rigid, with rusty doors and bonnet, but good hatch, and all glass, plus tatty GRP Bonnet. This will also fit onto a spitfire chassis. £150 or offers. I also have a tax-free Spitfire rolling chassis with V5. Also an MG 1500 engine taken from a dolomite, with a single Stromberg carburetor, and a non-overdrive gearbox. Offers, suggestions or swaps to John Williams - 01792 864731

Car transporter trailer, 15' x 5'6" x 15" high, on 4 wheels fitted recent 8-ply tyres, winch, ramps, and lights. Unladen weight 440kg, should carry well over 1500kg. (Has carried LWB Land Rover 250 miles over the peak district). Very well made, but would appreciate some TLC. Haggle Starts at £500, or my consider swap for interesting restoration project - a Stag would be favorite. Contact John Williams - 01792 864731.

Herald 13/60 spares will part with in exchange for a small charity donation.

Contact Clive Prior - Swansea 07968 270055 (Mobile)

Mini Cooper front suspension swivels and hubs, 7" discs, and calipers. For renovation, so £20 the pair. Also a pair of mini door shells, believed to be 1970, no glass, virtually no rust, no splits, no welding, but will need some minor refinishing to repair damage during storage, so £10 the pair.

Contact John Williams - 01792 864731

Jaguar XJ6 4.2. 71,000 miles. VYV 11S. Offers or PX for motorcycle, bubble car or what have you.

Contact Keith Thomas - 01792 580545 (Home)
- 01792 584926 (Work)

Ford "sit up and beg" Popular, Complete.

Contact Mercotech, Heol y gors, Cwmbwrla, Swansea.

Austin A30 in running order, needs bodywork.

Contact Mercotech, Heol y gors, Cwmbwrla, Swansea.

Spares for a Rover 80, full set of doors, boot lid, bonnet, 2 engines, Gearbox with overdrive, spare overdrive unit plus other bits & pieces.

Also boot lid for Mk2 Ford Escort and an early Metro Bonnet. Everything open to reasonable offers. Townsend Mammoth Mountain Bike, 18 speed - £55 ono.

Contact Steve - 01792 416985 or 0961328413.

"On Four Wheels" Encyclopedia of motoring, published 1974 by Orbis. 13 binders each containing 15 issues. Mint condition. Offers.

Contact Tony Clarkson - 01369 710782

Hillman Imp. Unfinished project, completely stripped. Manyparts refurbished and hammered, plus spares. Free to a good home.

Contact Clive Prior - Swansea 07968 270055 (Mobile)

1929 Morris Cowley Flatnose Saloon. Tax & MOT. Runs well. In excellent original condition. Needs TLC. £4,600.

Contact Chris Thomas - 01267 290292

1972 Volkswagen Beetle, 25,000 genuine miles, lovely condition. £2000.

Contact Keith Webb - 01792 280640

Frost Wheeling Machine, as new £650 (under half price). Also six-foot sheet metal folders £150.

Contact Alan Pope - 01792 818428 (Evenings)
or Mobile 07787 941538 (Anytime)

Volkswagen Beetle, 1300cc, Left hand drive, not running, no documents, some small parts missing, mainly complete. £150. Also quantity 2nd hand Range Rover body panels. phone for details.

Contact Gwyn Stephens - 01639 630763 (evenings)

Triumph Herald Saloon, Spares or repair, very cheap to clear, room needed.

Contact Ivor Davies - 01792 296839
or Rowland Bevan - 01792 203835

1980 Spitfire 1500, with overdrive. Good condition, hard/soft tops, some spares. £1100 ono.

Contact Chris Thomas - 01267 290292

1960's Busman double sidecar, sound condition, ready to use. £160 ono.

Contact Chris Thomas - 01267 290292

1958 Riley 2.6 Good running order, MOT'd, body needs some attention. Any reasonable offer considered.

Contact Ray Kethburn-Thomas - 01792 418437.

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), Ray Kethburn-Thomas (01792 418437)

SHVR Regalia



Leather Key Fobs

£1.75

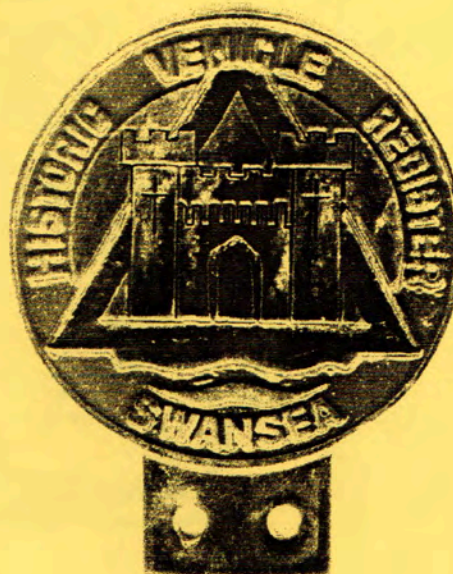
Sweatshirts
SHVR embroidered sweatshirts with standard or 20th anniversary badge. Several colours available
upto XL **£17.00**
XXL **£18.00**



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 Umbrella
Available in Blue/white or Red/white.
£17.50



Tie Pins £1.75



Lapel Badges

£1.75

Car Badges

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

£17.50

Blazer Badges
With SHVR logo
£8.00

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

Samples of Regalia will be available on clubnight.

Please see Christine Broughton
or call her on 01269 870293 or
Penny Webb on 01558 823378

if you wish to purchase any of the above items.



The Brain of the "A.A."

People in Punch.

Sir Stenson Cooke.

Edited and compiled by Mike Palmer and Jan Thomas.