



# THE MOTORING HERITAGE -OF- WALES





To the best of our knowledge the motoring heritage of Wales has not been chronicled and the Federation asked our projects coordinator, Chris Cartmell, to start the task. Of course, with work of this type as soon as the document is published, people with greater knowledge than us will say 'what about...?' All contributions will be warmly welcomed and credited in the interests of producing a more comprehensive document. We have limited ourselves to road transport powered by a motor of some type and as bicycles formed the early basis for some of these machines, where relevant they are mentioned as the beginning of the story.

Looking back on the early timeline for transport in Wales, it can first be traced back to pre-historic trackways, where the ancient Britain's hauled the bluestones from which they built Stonehenge in or around 2500BC. We then move on to the Roman roadways, the industrial revolution, and the turn of the 19<sup>th</sup> century, the introduction of the first motor vehicles and aviation in Wales at the very start of the 20<sup>th</sup> century.

The seven-mile Pendine Sands is part of motoring folklore, specifically the land speed records in the 1920's by Malcolm Campbell and John Parry-Thomas, who died during the attempt in 1927. All of which can be found at the Pendine Sands Museum.



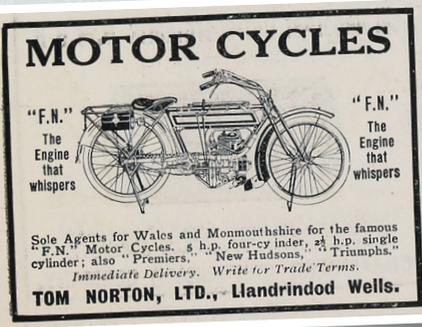
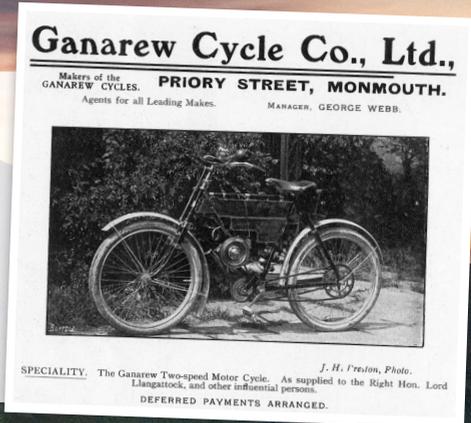
# MOTORCYCLE & CAR MANUFACTURERS

## PAST & PRESENT

(in date order)

### GANAREW CYCLE CO. MONMOUTH (Graces Guide)

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



### NORTON CYCLE CARS, LLANDRINDOD WELLS (Graces Guide)

Tom Norton (1870-1955) of the Automobile Palace - later home of the National Cycle Collection. Pioneer cyclist and local businessman opened premises in the High Street Llandrindod Wells in 1899 selling Raleigh, Premier and Singer made bicycles; later he opened a large motor business in Temple Street. From new premises which he built in 1919, The Automobile Palace, he sold cycles, motorcycles, motor cars and even aircraft. 1913 Produced an automobile.

### GWALIA CARS (STANFIELD LTD) CARDIFF (Graces Guide)

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





Credit: www.500race.org

### KIEFT CARS, BRIDGEND, GLAMORGAN (Wikipedia)

Kieft Cars, founded by Cyril Kieft, was a British car company that built Formula Three racing cars and some road going sports cars in a factory in Derry St, Wolverhampton. Cyril Kieft was born in Swansea and spent his early working life in the steel industry.

After the second World war (1946) he started up his own company Cyril Kieft & Co Ltd in Bridgend, Glamorgan making forgings and pressings including components for the motor industry. He had an interest in motor racing and when the Marwyn company, who had built Formula Three cars, failed he bought the designs and used them as a base for his own 500cc car.

### BOWN MOTORCYCLES, TONYPANDY (cybermotorcycle)



Credit: www.vintagebike.co.uk

Bown were motorcycles produced from 1950 to 1957. Until 1949 they built the auticycle for Aberdale of London, and in that year adopted the Bown name. In 1950 Having revised their auticycle design, they used a 99cc Villiers 2F engine with a cradle frame fitted with blade girder forks and enclosing side panels below the petrol tank. 1951 The firm added a small motorcycle to their list. It had a 99cc two-speed Villiers 1F engine, neatly fitted into a frame with duplex down-tubes and tubular girder forks. Those two models were joined in 1952 by their Tourist Trophy which was fitted with a 122cc Villiers 10D engine and telescopic forks. The range continued in that form through 1953. Production stopped in 1954.

### HJH MOTORCYCLES, (HJ HULSMAN INDUSTRIES) NEATH (Graces Guide)



HJH were motorcycles produced from 1954 to 1956 by H. J. Hulsman of Neath, Glamorgan.

In 1954 A conventional lightweight machine was built, fitted with a 197cc Villiers 8E engine.

That model was joined in 1955 by others using the 147cc 30C, and 224cc 1H engines. Most models used some form of the name Dragon: Dragonette 150cc, Dragon and Super Dragon (both 197cc), Dragon Major 225cc. There was also a trials model.

The range was extended in 1956, but the company then ran into financial difficulty and closed in October of that year.

### KITCHER SPECIAL NEWPORT (Rover Club of Sweden)

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

According to Rowley Kitchers' son, who still has the last car which was built when his father was in his eighties, 14 Kitcher Rovers were built during the post war years. Several Riley, Talbot and even Bugatti specials were also built and his father's first special, built in the twenties, was a model T Ford converted to a three-wheeler and fitted with two gearboxes. This device was fearsomely fast and dangerous!

All Kitcher Rovers were based on the four-cylinder chassis of either pre-war 10s or 12s as they were more responsive to tuning and built up revs better than the sixes.



Credit: Robert Knight



Credit: www.berlinetta-auctions.co.uk

### MARCOS GT, NORTH WALES (Colin Chapman Museum)

This small sports car was the first to be built with laminated 1/8" marine plywood and spruce bonded with synthetic glue monocoque chassis. The concept was inherently strong and

comprised three torsion boxes running long ways and three across the car. These were linked together by the stressed floor, also in wood were the boot and doors. It is possible that it might have been partly inspired by the Mosquito aircraft of the Second World War. Strength and lightness were primary considerations. It is believed the first prototype was registered DFF 529 and powered by an 1172cc Ford side valve engine. Costin designed the suspension based on Triumph Herald components. The coupe design incorporated a fixed roof and gull wing doors and by practical necessity a fairly crude windscreen and side screens. The overall weight is thought to be between 8 - 9.75 cwt approximately.

Frank Costin joined in partnership with Jem Marsh [Speedex Castings and Accessories] and Peter and Dennis Adams to construct the car. Costin formed the Monocoque Chassis and Body Co and started assembly in North Wales. The name Marcos was a derivative of surnames.

### DAVRIAN, TREGARON, DYFED (Wikipedia)

Davrian cars were built by Davrian Developments at 65 North Street, Clapham in London, England, from 1965 to 1976, in Tregaron, Dyfed, Wales from 1976 to 1980 and Lampeter, Dyfed, from 1980 to 1983. Adrian Evans (d. 1992), a structural engineer and the car's designer, built a series of cars called Davrian from 1965, based on components from the Hillman Imp, including the front and rear suspension, the 875 or 998 cc (53.4 or 60.9 cu in) aluminium alloy Hillman Imp engine which was Coventry Climax-based and the Imp transaxle. Davrian was considered a Welsh marque. Support from the Welsh Development Agency was received.



Credit: www.marcosxylon.com

### FORD ENGINE PLANT, BRIDGEND (Wikipedia)

After signing an investment deal with the Welsh Development Agency, construction was started on the greenfield site in 1977. The 1,525,270 square feet (141,702 m<sup>2</sup>) plant began production in 1980, and currently specialises in producing high-efficiency petrol engines. Its first product was the CVH engine used in the then new third generation European Escort of that year.

The plant currently produces 750,000 engines per annum. Volvo-badged production ended in March 2015, and Jaguar-Land Rover products are scheduled to move completely to their own Wolverhampton plant by 2020, production at the plant is projected by Ford of Europe to fall to around 250,000. In March 2015, Ford of Europe made the recommendation to Ford HQ in Detroit to build the new "Dragon" designed petrol engines at Bridgend, after a review of options across plants in: Valencia, Spain; Cologne, Germany; and Craiova, Romania. The required investment is being backed with an additional £15 million investment grant by the Welsh Government. In January 2019, plans were leaked for 990 job losses at the plant by 2021. In June 2019, trade union sources revealed that Ford was planning to close the plant in September 2020.

### GILBERN SPORTS CARS LTD, LLANTWIT FARDRE (Wikipedia)

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

Gilberns have often been entered in competition at the Wiscombe Park Hillclimb, first appearing there in 1962 in the hands of an Aston Martin Owners Club member. The Society of Motor Manufacturers and Traders accepted Gilbern as a member in 1965, and the company was permitted to operate a stand at the British International Motor Show at Earls Court thereafter. In 1968, following a search for a cash injection, Gilbern was taken over by Ace Capital Holdings Ltd, whose main business was the manufacture of slot machines. Following the takeover Giles Smith left the company to be replaced by Mike Leather and Maurice Collins as joint managing directors. In 1970 Ace was bought by entertainment group Mecca Ltd, who sold the company to Maurice Collins; in 1972 he in turn sold it to Mike Leather. The cars were expensive for the time and became more so with taxation changes that added Value Added Tax to kit cars. Production ceased in 1973.



Credit: Autocar

### SINCLAIR C5, MERTHYR TYDFIL (Wikipedia)

The Sinclair C5 is a small one-person battery electric velomobile, technically an "electrically assisted pedal cycle". It was the culmination of Sir Clive Sinclair's long-running interest in electric vehicles. Although widely described as an "electric car", Sinclair characterised it as a "vehicle, not a car". Sinclair had become one of the UK's best-known millionaires, and earned a knighthood, on the back of the successful Sinclair Research range of home computers in the early 1980s. He hoped to repeat his success in the electric vehicle market, which he saw as ripe for a new approach. The C5 emerged from an earlier project to produce a small electric car called the C1. After a change in the law, prompted by lobbying from bicycle manufacturers, Sinclair developed the C5 as an electrically powered tricycle with a polypropylene body and a chassis designed by Lotus Cars. It was intended to be the first in a series of increasingly ambitious electric vehicles, but the development of the follow-up C10 and C15 models never got further than the drawing board. On 10 January 1985, the C5 was unveiled at



Credit: PA/PA Archive/Ima

a glitzy launch event but it received a less than enthusiastic reception from the British media. Its sales prospects were blighted by poor reviews and safety concerns expressed by consumer and motoring organisations. Its limitations included a short range, a maximum speed of only 15 miles per hour, a battery that ran down quickly and a lack of weatherproofing. Within three months of the launch, production had been slashed by 90%. Sales never picked and inevitably production ceased by August 1985. Out of 14,000 C5s made, only 5,000 were sold before its manufacturer, Sinclair Vehicles, went into receivership.

### **ASTON MARTIN, CARDIFF AIRPORT ([motoringresearch.com](http://motoringresearch.com))**

Aston Martin is currently building its vital new DBX crossover at an all-new car plant at St Athan, Wales – meaning the UK has won the fight to host the sports car firm's second car factory.

Beating numerous other sites worldwide, construction work began at the new site in Glamorgan in 2018, with full vehicle production targeted to being in 2020.

Part of a planned £200 million Aston Martin investment drive, the 90-acre facility (located around 15 miles west of Cardiff) will repurpose what's currently a Ministry of Defence base: three 'super-hangers' will be turned into a modern car factory building the production version of the DBX crossover concept.



Credit: Aston Martin

### **TOYOTA ENGINE PLANT, DEESIDE (toyota.com)**

The Engine Plant is located at Deeside, North Wales and employs over 600 members on a site covering 115 acres/0.48 million sq m. In 2018, a total of 308,415 fully assembled engines (including component sets) were produced for the Burnaston plant Corolla & Corolla Hybrid vehicles and exported to other Toyota plants building the C-HR, Corolla and Prius Plus. Engines are produced through a process of Aluminium casting, Machining and Assembly before final inspection and despatch to vehicle plants. Deeside currently exports engines and machine components to South Africa, Turkey, Brazil and Japan and were the first overseas plant to produce Toyota's class leading hybrid engines.



Credit: Stacey Oliver



Credit: TVR

### **TVR, EBBW VALE ([businessnewswales](http://businessnewswales))**

Plans for TVR to produce its new 200mph Griffith Supercar in Ebbw Vale have moved a step closer.

TVR plan to take on around 80 people initially, and 200 when production is fully up and running.

The TVR Griffith has already been unveiled and was designed by acclaimed McLaren engineer Gordon Murray. It uses his innovative

iStream chassis architecture and weighs just 1250kg, with near perfect weight balance to fully exploit the potential of the 5.0 Litre V8 petrol engine.

Such is the clamour to own one of the new cars, all 500 of the launch edition cars have been pre-sold, with deposits paid. News of the planning application submission is a welcome boost to an area that has seen no investment to date on the nearby Rhyd y Blew site where the Welsh Government has proposed a £100m Automotive Technology Park.

### **RIVERSIMPLE LTD. (RASA HYDROGEN POWERED CAR), LLANDRINDOD WELLS (Autocar)**



Credit: [www.lifegate.it](http://www.lifegate.it)

Trials of Riversimple's hydrogen-fuelled Rasa two-seater will begin next spring ahead of an anticipated market launch in 2022. The 20-car trial will be based in Monmouthshire, Wales, where the British start-up company has invested in a hydrogen filling station in Abergavenny. Users already signed up include five public sector operators, who will run a Rasa each for a few of months, two car-sharing companies and 280 retail customers. The lightweight Rasa is claimed to be capable of an estimated 250mpg and a 300-mile range from 1.5kg of hydrogen. It uses a fuel cell that combines hydrogen with oxygen to

form water and electricity. This electricity powers four motors that drive each of the car's wheels, with a combined output of about 443lb ft of torque. The whole drivetrain has just 18 moving parts and can accelerate the car from 0-60mph in 9.5sec and on to a top speed of 75mph. Hugo Spowers added that Riversimple hopes to take the Rasa to volume production in 2022, depending on equity and grants. It has a significant support for its manufacturing facility from the Welsh government, and he is confident of winning another grant to facilitate production engineering of the model.

## INEOS AUTOMOTIVE LTD, BRIDGEND (Autocar)

The factory in Bridgend, South Wales it will be built in is already under construction, and prototypes are being tested in Austria, where it is being developed by components giant Magna. It is the brainchild of chemicals billionaire Sir Jim Ratcliffe, who saw a gap in the market after Land Rover ended production of the last Defender three years ago. His vision was a rugged 4x4 in the same spirit as the Defender – a tool for farmers, forestry and aid agencies, not a fashion statement. Ratcliffe's team have now announced that an all-new, purpose-built factory is under construction in Bridgend – the South Wales town hit by Ford's announcement that it is closing its engine plant. The Welsh government has helped Ineos acquire the site and will help with training the staff – up

to 500, eventually – as well as making a financial contribution. Although final assembly will be done at Bridgend, the engines and transmissions – current BMW 3.0-litre straight-six petrol and diesel engines – will be shipped in from Germany, and the body panels and other parts will arrive already painted from a new plant being developed in parallel in Estarreja, Portugal. The Grenadier will be an 'uncompromising 4x4 with a ladder chassis, beam axles, locking differentials.' It would initially be in station wagon guise, but other bodies would follow, starting with a twin-cab pick-up. Aftermarket specialists would be encouraged to come up with their own configurations and accessories. There will be long and short wheelbases.

# PEDAL CARS & DIE CAST TOYS

## CORGI TOYS, SWANSEA (corgitoys)

The Corgi brand was created by the Mettoy Company of Northampton which first started to produce colourful, pressed metal toys in the 1930s. The name Corgi (after the Welsh dog) was chosen for three reasons: first, because it was short and catchy; secondly because the models were to be produced in Swansea and thirdly because of its strong association with the Royal Family.

The first Corgi models appeared in 1956 and covered British-built saloon cars of the period. Names redolent with nostalgia including the Ford Consul, Austin Cambridge, Morris Cowley, Riley Pathfinder, Vauxhall Velox, Rover 90, and Hillman Husky were among the first to be produced. Each model sold for 3/- (15p). Always at the forefront and to ensure a point of difference from other die-cast vehicles, Corgis were sold as the ones with windows. Other later innovations included Glidamatic spring suspension, opening bonnets and boots and diamond jewelled headlights.

Credit: [www.tooveys.com](http://www.tooveys.com)



## J40 PEDAL CARS, BARGOED (Lakelandmotormuseum)

Although production of the Austin Joy pedal cars started in 1949, the story starts in 1946 when Sir Leonard Lord conceived the idea of a factory which could employ ex-miners suffering from Pneumoconiosis to build Austin pedal cars. He intended it to be a non-profit making concern and purely for the purpose of employing disabled miners at Bargoed, South Wales. Sir Leonard employed Ron Phillips, a commercial artist and Jim Blaikie, a planning draughtsman to design the pedal car. Various schemes were produced, and Alf Ash from the Sheet Metal Department advised on detail. He measured his 2-year-old daughter and the car was designed to fit her. Bill Avery and Jack Turton, two panel beaters, built the prototype in sheet steam. It was designed to show the maroon prototype at the 1,000,000 Austin Car Show in 1946 and it was based on the Austin 8 and 10 in the same era.

The Works Manager of Longbridge, Sir George Harrison, suggested that the prototype carry the number 'JOY 1' and subsequently they would be known as 'JOY CARS'.

'JOY 2' was eventually produced in 1946 with the assistance of Jack Finish from the Drawing Office and subsequent models were similar with a lower bonnet line. The troublesome chain drive was dropped in favour a treadle action and detachable wheel were introduced. The Joy 2 was tested by various families and after each test was stripped for wear and eventually the colour changed to green. In 1948 a wooden mock-up was made of the J2, incorporating a Devon front end, which proved very ugly. In the same year, the Joy 2 was followed by Joy 3 pathfinder, which was based on the Jamieson OHV 750 Austin Seven racing car of the 30s and a white prototype was produced.



Credit: [www.tooveys.com](http://www.tooveys.com)

Technical problems were eventually resolved and resulted in a more attraction and efficient 'JOY4'.

The factory opened on the 5th July 1949 and was called the 'Austin Junior Car Factory'. The manager was Mr G H Farrar and it was paid for by government funds. Production started with the Pathfinder and it was intended to build 250 a week, but this figure was never reached.

One prototype built became the J40 Roadster and was different from production models with a different steering wheel and no panel joints. It was metallic steel blue in colour.

So four prototypes were built and one wooden mock-up. After a year, the Pathfinder was dropped and replaced in 1950 by the J40. The cars were made from scrap off-cuts from Longbridge and were built and painted and cars produced there. They were a quality, well-equipped toy and probably the best pedal cars on the market featuring working headlight and horn, detachable wheels with Dunlop pneumatic tyres, fascia panel and false engine with real sparking plugs. They had an opening bonnet and boot and plenty of good quality chrome on bumpers, hub caps etc.

The J40 sold well and 32,098 were built until production stopped in 1971.

# MOTOR MUSEUMS IN WALES

## TACLA TAID - ANGLESEA TRANSPORT & AGRICULTURE MUSEUM ([angleseytransportmuseum.co.uk](http://angleseytransportmuseum.co.uk))

Opened 32 years ago, the garage has gained a solid reputation and people travel many miles to have their vehicles sorted out by the man who knows! Seven years later, he was granted permission to extend and it became an approved vehicle testing station Class 4. Over the next few years, the garage went from strength-to-strength. Arfon employed two assistants to share the workload and in 1995 he extended the premises further and gained approval as a Class 7 light commercial vehicle testing station. He also bought land adjoining the garage to provide parking space for customers and importantly, storage space for his ever-increasing collection of old, abandoned, and neglected cars, motor bikes and farm machinery of all kinds. All his spare time was

spent painstakingly restoring and rebuilding these relics of the past so that they looked as good as new. "I have always been fascinated by vehicles from the 1930s to 60s which had character and were far more interesting than their modern counterparts, so I bought them and gave them a new lease of life so that they would be preserved for future generations," he explains. Thirteen years ago, he was faced with a difficult decision. Should he dispose of his personal collection or add to it and create Tacla Taid, a unique museum of transport. Despite the problems caused by the foot and mouth epidemic, in April 2001, Arfon opened the Anglesey Transport and Agriculture Museum, the largest museum of its kind in Wales.

## CAE DAI 50'S MUSEUM, DENBIGH ([caedaitrust](http://caedaitrust))

Cae Dai Museum is a private collection of artifacts and memorabilia relating to the 1950's belonging to 'Sparrow' Harrison. Classic car collection includes Christine Keeler's car, the Great Train Robbery getaway lorry, and other

cars. The collection has everything from home-life and shops, entertainment, and films and even a 1950's coffee bar and juke box. There is also a working farm, community orchard, woodland walk, and picnic area.

## LLANGOLLEN MOTOR MUSEUM, PENTRE FELIN ([llangollenmotormuseum.co.uk](http://llangollenmotormuseum.co.uk))

The museum is a much-loved family run business. They are very welcoming and love to hear your stories and your memories. Their star Car "Humphrey" a 1962 Triumph TR4 was a winner of many Concours events. They also feature a New Imperial Motorcycle which offered practical

everyday transport in 1935. Their example spent the year 2000 as the only British Motorcycle in the Millennium Dome. The museum also showcases the oldest Motor drawn Caravan in Britain, a 1950s Garage Scene, an Austin J40 and Pathfinder pedal car, plus over 60 cars and motorcycles.

## INTERNAL FIRE MUSEUM OF POWER, TANYGROES ([internalfire.com](http://internalfire.com))

Internal Fire charts the development of the steam engine through to the most modern internal combustion engines. The continuous development that has shaped modern engine technology is demonstrated by working engines from 1850s steam engines through to modern computer controlled high speed diesels. Engines run in the museum every day with a variety of sounds and smells that are eye opening to those who don't remember and evocative of a previous life to those who do. From Watt to Whittle Internal Fire houses

working examples of steam, paraffin, petrol, diesel and even a 4000-horsepower jet engine all run regularly. The museum operates internal combustion engines daily and steam engines on certain days each month of operation from Easter until October. As well as engines and generators we display driven and related equipment which includes GPO telephone exchanges and vintage radio equipment. The Exchange Rooms are popular with young and old and show equipment covering a century of telecommunications history.

## NATIONAL WATERFRONT MUSEUM, SWANSEA ([museumwales](http://museumwales))

The museum has the earliest registered car in Wales, dating back to 1904. It is a 4-seater 1900 Benz motor car. Registration number 'AX 90'. Single stroke horizontal engine running at 800rpm. Bore 5.125 inches

(120mm). Stroke 5.5 inches (140mm). 3 gear ratios giving nominal road speeds of 20.9 and 3.75 mph operating through belt and chain drives. Weight about 17cwt.

Carl Benz was not only one of the pioneers of the petrol engine but, during the 1890s, was one of the first people to successfully manufacture a motor car in large quantities. In 1900 the company made a 4-seater with a relatively large 7 HP engine. The Museum's car is that particular model. It is known that the car was registered in 1904, with the plate AX 90, by a Dr. Cropper of Chepstow who used it on his medical rounds, but it is uncertain whether he was the original purchaser. In 1910 the car was given to the Science Museum in London who, in the following year, offered it to the National Museum of Wales. After having been off the road for nearly seventy years the car was mechanically overhauled in the Welsh Industrial and Maritime Museum's Workshops in 1978 and successfully completed the London-Brighton Veteran Car Rally in 1978 and 1979.



Credit: National Museum Wales

## PEMBROKESHIRE MOTOR MUSEUM, HAVERFORDWEST ([pembrokemotormuseum](http://pembrokemotormuseum))

Established in 1986 and enclosed within the museum there are over 50 Veteran, Vintage, Classic Cars & Motorcycles including probably the largest collection of Dinky & Corgi classics in Wales. The Museum also exhibits an extensive

Miniature Car collection as well a vintage radio collection showing over 40 classic radio sets from the 1930's-1960's. Due to owner's ill health the museum closed in 2018 and the site was redeveloped.

# TRAMWAYS & TROLLEY BUSES IN WALES

## PENDINE MUSEUM OF SPEED, PENDINE SANDS (wikipedia)

The Pendine Museum of Speed is dedicated to the use of Pendine Sands for land speed record attempts. It was opened in 1996 in the village of Pendine, on the south coast of Wales, and is owned and run by Carmarthenshire County Council. The museum received 33,522 visitors in 2009.

For part of the summer the museum houses Babs, the land speed record car in which J. G. Parry-Thomas was killed in 1927. Babs was excavated in 1969 after 42 years of burial on the beach at Pendine Sands and restored over the following 16 years by Owen Wyn Owen.

In 2018 it was decided to replace the 1990s museum building with another, at a cost of £7 million. As of the end of 2018, the museum was closed, and is being demolished to be replaced with a new one (no opening date available yet). Babs was on display at Beaulieu Motor Museum until February 2019 but is currently (May 2019) being maintained and is not on display to the public anywhere.



Credit: Tenby Observer



Credit: Carmarthenshire Council

## SWANSEA BUS MUSEUM, WINCH WEN (swanseabusmuseum)

Swansea Bus Museum restores, operate, and displays buses that were once in regular use by public transport companies across South and West Wales. Their impressive collection mainly consists of vehicles operated by South Wales Transport (SWT) and First Cymru, together with two fine examples of London Transport Routemasters.

The museum is also home to a selection of cars, Land Rovers, commercial vehicles, and fire engines. They also have on display several vehicles and artefacts belonging to the Swansea Museum Collections Centre of Landore which have been supplied on a long-term loan basis.

## NATIONAL CYCLE MUSEUM, LLANDRINDOD WELLS (nationalcyclemuseum)

The museum in the Automobile Palace building was officially opened on 21st March 1997 by Mr Tom Norton. It housed the private cycle collections of Mr Norton and Mr David Higman, curator from 1997-2010. The Norton collection was returned to the family on request in 2014. In 1998, cycles from the National Cycle Museum, Lincoln joined the display after that museum closed. The museum

at Llandrindod Wells then took over the charitable status of the National Cycle Museum Trust that had run the museum at Lincoln. The Automobile Palace, a very ornate grade 2 listed Art Deco building was built for Mr Tom Norton senior in 2 stages, the first part in 1911. It was originally known as The Palace of Sport. It also has early versions of motorised bicycles and mopeds.

## GREAT ORME TRAMWAY, LLANDUDNO (greatormetramway)

The Great Orme Tramway has a long and rich history and has always been an important part of Llandudno. Its story begins with the passing of The Great Orme Tramways Act in 1898, through war times, changes of ownership, periods of refurbishment and updates, all the way to the present day.

The Great Orme Tramways Act was passed which laid out the length of the Tramway, the gauge and the fares to be paid. The original purpose of the Tramway was to transport passengers, goods and parcels up and down the Great Orme.

## LLANDUDNO & COLWYN BAY TRAMWAY (Wikipedia)

The Llandudno and Colwyn Bay Light Railway Order of 1898 authorised the construction of a tramway from Colwyn Bay to Deganwy. There were substantial delays in construction and only a short section of line had been built by 1904. The original company was taken over in July 1906 by the Llandudno and District Electric Construction Company. Work restarted in 1907 and the line from Llandudno to Rhos-on-Sea reopened on 19 October 1907. The section of line to Colwyn Bay, top of Station Road was completed by 7 June 1908 and the final extension to Old Colwyn was opened in 1915. In 1913 the Gloddaeth Avenue (West Shore) to Dale Road was abandoned and the Colwyn Bay - Old Colwyn section was closed in September 1930, being cut back to Abergele Road/ Greenfield Road corner on the (then A55). Everything finally closed in 1956.

## SWANSEA & MUMBLES HORSE-DRAWN TRAMCARS (Wikipedia)

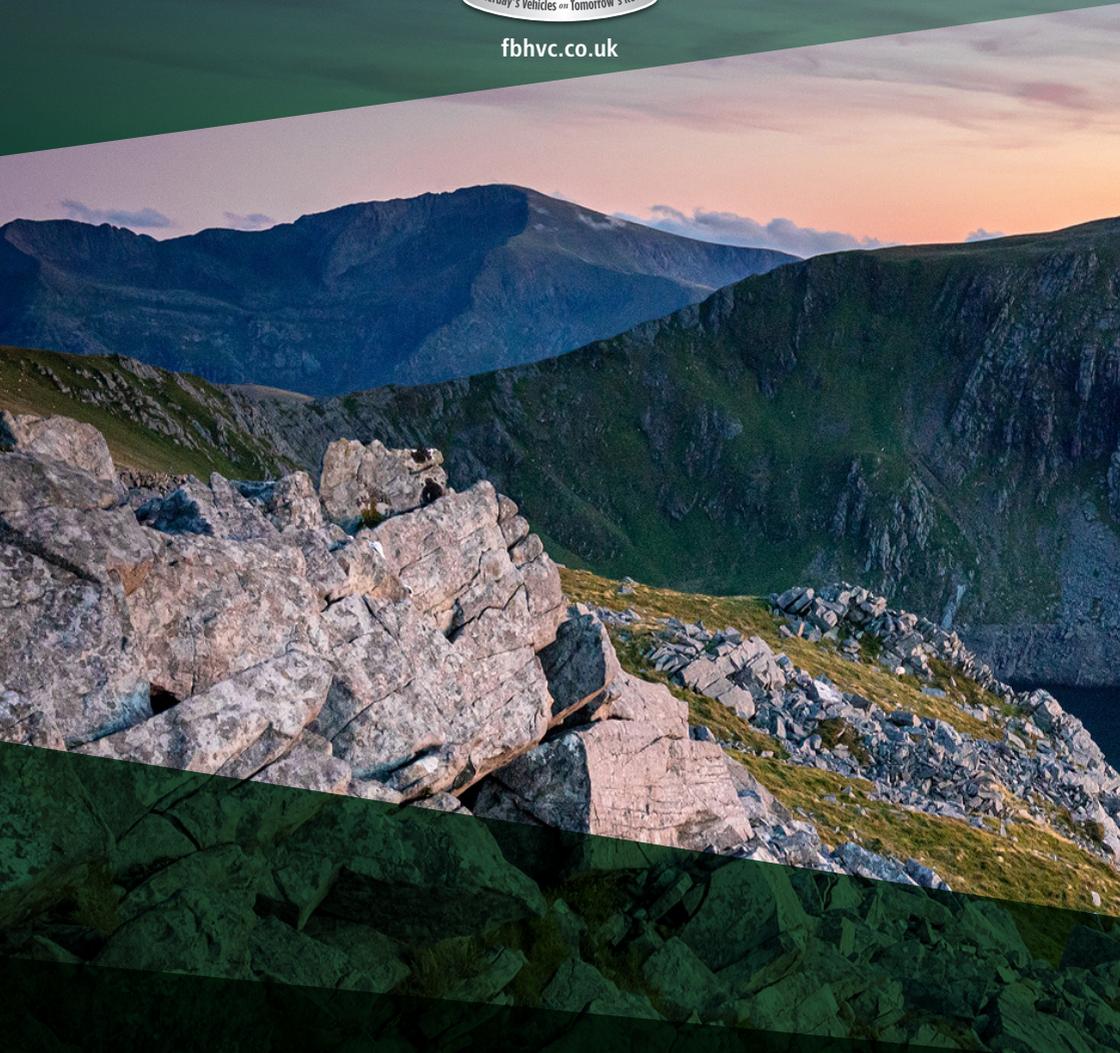
The Swansea and Mumbles Railway was the venue for the world's first passenger tramcar service, located in Swansea. Originally built under an Act of Parliament of 1804 to move limestone from the quarries of Mumbles to Swansea and to the markets beyond, it carried the world's first fare-paying railway passengers under an agreement effective from 25 March 1807. It later moved from horsepower to steam locomotion, and was finally converted to electric power, using the largest tram cars ever built for service in Britain, before closing in January 1960, in favour of motor buses. At the time of the railway's closure, it was claimed to have been the world's longest serving railway, although this distinction has to be qualified because other railways which were used solely for goods traffic (e.g. the Middleton Railway in Leeds, Yorkshire, dating from 1758) had been operating for longer.

## TROLLEYBUSES IN CARDIFF & SOUTH WALES (Wikipedia)

The Cardiff trolleybus opened on 1 March 1942, it gradually replaced the Cardiff tramway network. Trolleybuses are electric buses that draw power from dual overhead wires using spring-loaded trolley poles. The Cardiff system comprised 14 routes with a maximum fleet of 79 trolleybuses. It was closed on 11 January 1970. Four Cardiff trolleybuses have been preserved. Two of them are at the Cardiff & South Wales Trolleybus Project in eastern Cardiff, one is at the National Collections Centre of National Museum Wales, Nantgarw. Similar trolley bus systems were operating in Swansea, Neath and Newport.



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