

The Squeaky Wheel

Issue 74

October 2026

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At Classic Nostalgia, the legendary X20 SRT Subaru Impreza WRC, the very car that carried Burns and Reid to their historic world title.



2026 Capel Display

Classic Vehicle
Group

boundless.co.uk/CVG



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by CSVA

Introduction from Dave Rosher, Chairman

Hello readers – and welcome to the October issue 74 of Squeaky Wheel...

By the time you read this the last of our 2026 runs, The Midland Meander, North Cotswold Tour will probably have taken place and it will be time for us to look ahead to what events 2027 has to offer. Although you can still go along to one of Geoff Davies's remaining monthly meets at The Bell – details on next page.

Reports and photos from some of this year's other late summer events appear in the next few pages, along with a few more of Barry's regular interesting finds.

The calendar further on will have brief details of what's coming up in 2027, although at time of writing, some of the dates are still provisional but should all be firmed up by the time you receive the January issue.

My thanks to those of you who responded to my request in the last issue and have put forward suggestions for other events for the committee to consider, some of which may well find their way into our 2027 diary. Some of these are invites to local club shows in other areas that our members are already involved with and details of these will appear in due course.

Mark Parkman, who you may remember sent us a late invite to his Devon Vintage Car Club (DVCC) treasure hunt back in July (see report further on), has also been in touch to say that CVG members will be welcome to join DVCC on some of their other events and breakfast meets. I hope to have more details about this arrangement in time for the next issue; which should be good news for any CVG members in the Devon and Cornwall area.

Those of you who receive other regular email updates from Boundless will probably have received an email from Brighton recently inviting expressions of interest for a proposed 100th anniversary Continental Run to Aix-les-Bains in France next June.

This could be quite an adventure but maybe not as much of one as it was for those who took part in the original tour, travelling in cars and motorcycles of that era. If you didn't receive the email but are interested and want to find out more you can use the link below:

<https://www.boundless.co.uk/events/hobby-and-interest/classic-vehicle-group/the-continental-heritage-run-2027>

- *Dave*

Local CVG Groups

Severn & Avon

Geoff Davies is the local Severn and Avon Group co-ordinator and he holds regular Meets on the second Tuesday of most months at:

The Bell Inn, Martley Road, Lower Broadheath, Worcestershire, WR2 6QG

For more details, times and dates, email Geoff at: a6gcd@btinternet.com

North Staffs & Stone Classic Car Group –

After 15 years, Pete Cresswell has decided it's time to hand over the reins to a new organiser, Cameron White, for his regular classic car meets on the first Monday of each month. There may also be a change of venue from **The Mill at Worston**. For further info, Email pete.cresswell.t21@btinternet.com

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Send copy for next issue by email to the Editor by 2nd December 2026

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CVG Display

Sunday 18th July 2027

at:



The South of England Showground, Ardingly, West Sussex, RH17 6TL

After an absence of several years, coupled with several requests from members, we will be making a return visit to this popular show which is celebrating 50 years since it first took place at Norman Park back in 1977.

The show has now relocated to its new venue at Ardingly in order to avoid any issues presented by the old one now falling within ULEZ.

To purchase tickets for our club display area, go to the link below:

<https://www.eventbrite.co.uk/e/bromley-pageant-of-motoring-clubs-tickets-1999023532197?aff=oddttdcreator>

Click on "Get Tickets" - then use our access code:

27boUNDLesscsMA

The prices have been held for 2027, and the Early Bird price (until 31st January 2027) is £8 + £1.15p booking fee per car.

From the 1st February 2027 the price is £10 plus booking fee per car.

Each pass is valid for 2 adults and 2 children aged 5-15 (under 5's are free).

Club cars can be any age, so we are not limited by the pre-2014 rule.

You can also buy additional tickets for passengers using our club access code.

Bookings can be made up until the closing date at Midnight on the **4th July 2027**, unless space sells out before this date.

Members will still be able to book additional passengers and camping tickets after this date but not a vehicle entry.

Clubs can book camping from the Saturday afternoon and there will be hot showers and toilets, but no electric hook-up.

The camping price is £20 (plus booking fee) per pitch for 2 adults (children 15 and under are free). You can also book additional adult camping tickets if required.

More details about the event can be found at:

<https://www.bromleypageant.com/>

Here is a photo of our display from the 2013 event and we hope to see many familiar (and new) faces and cars for our return visit.



Event reports.

Classic Nostalgia Delivers Spectacular Celebration of Motorsport at Shelsley Walsh

18-19 July

Thousands of enthusiasts flocked to Shelsley Walsh Hill Climb over the weekend of 18–19 July as Classic Nostalgia once again celebrated the very best of historic motorsport in glorious summer sunshine. From iconic Formula One machinery and World Rally Championship legends to thunderous NASCARs, Can-Am monsters and one of the most eclectic race paddocks in the country, visitors enjoyed an unforgettable weekend packed with action both on and off the famous hill.

Adding to the atmosphere, the Battle of Britain Memorial Flight Hurricane made breath-taking flypasts on both Saturday and Sunday, providing a poignant reminder of Britain's aviation heritage.

Competition on the hill was equally impressive, with a wonderfully diverse entry ranging from historic Allard's and McLaren's to the Dempster Ensign LNF3. There was also an emotional return for Hepworth's famous Guyson Sandblaster at its spiritual home, while crowds were captivated by the incredible Mannic Beattie, the extraordinary 600bhp jet-powered hill climb machine built in a garden shed.



Crowd favourite Ralli22 returned with over 25 iconic Group B, Group A and World Rally Championship rally cars competing throughout the weekend, creating one of the largest and most spectacular rally classes ever assembled at Shelsley Walsh.

Away from the competitive action, one of Classic Nostalgia's enduring attractions remained its open paddock, where visitors could wander amongst the cars, meet

the owners and drivers, enjoying the unique sights, sounds and unmistakable smells of motorsport history brought vividly to life.

[Historic Racing News Live Stage Makes a Successful Debut](#)

One of the popular new attractions for 2026 was the debut of the Historic Racing News Live Stage, which proved an outstanding success. Featuring interviews, question-and-answer sessions and autograph opportunities included within general admission, the stage regularly attracted standing-room-only audiences eager to hear first-hand stories from various motorsport personalities.

Guests included Richard Attwood, John Fitzpatrick, Anthony Reid, Howden Ganley, Mike Wilds, Stuart Graham, Les Thacker, Lorina McLoughlin and many more, sharing fascinating memories spanning Formula One, Le Mans, touring cars, rallying and historic racing.

[Richard Burns Tribute a Weekend Highlight](#)

One of the highlights of Classic Nostalgia was a special celebration marking 25 years since Richard Burns and Robert Reid won the 2001 FIA World Rally Championship.

Taking centre stage was the legendary X20 SRT Subaru Impreza WRC, the very car that carried Burns and Reid to their historic world title. The car participated in a special parade driven by Tom Williams, Richard Burns' godson, whose father David



was both an early mentor and close friend of the late World Champion.

The celebrations were made even more special by the presence of Jo Burns, Richard's sister, together with former Prodrive team members, friends and colleagues, who reunited for a start

line photograph and an exclusive Historic Racing News Live Stage interview recalling Burns' remarkable championship-winning season.

Motorsport Icons Thrill the Crowds

The demonstration programme once again showcased an extraordinary collection of competition machinery spanning more than five decades. Highlights included:

- The 1976 Surtees TS19 Formula One car in its iconic Durex livery.
- Michael Schumacher's 1992 Benetton B192.
- Rubens Barrichello's 1997 Stewart SF1.
- Patrick Tambay's Haas Lola THL1B Formula One car.
- Roy Lane's McLaren M10B Formula 5000.
- The World's Fastest Jensen, fresh from Bonneville Speed Week.
- Jaguar Daimler Heritage Trust with the Group 44 E-Type

The ever-popular NASCAR demonstrations once again delighted spectators, joined by a few CanAms, a Chaparral to the Andy Rouse liveried Dolomite Sprint and Mike Wilds at the wheel of the spectacular BDG-powered Ford Escort Mk1. Wilds, a long-time supporter of Classic Nostalgia, once again described the event as one of the highlights of his racing calendar.



Classic & Sports Car Concours

The Classic & Sports Car Concours, open to pre-1985 vehicles, showcased nearly 100 entries. Judging was led by motoring journalist and broadcaster Simon Taylor, alongside John Mayhead of Hagerty and Ryan Standen from Classic & Sports Car magazine.

The awards were presented as follows:

- Best in Show: David Whyley's 1950 Austin A90 Atlantic.
- Judges' Choice: Nishit Khambhaita's 1971 Datsun 510. A well-known Boundless CVG member.
- Spirit of the Show: Timothy Crossland's beautifully preserved 1968 Morris Traveller.

The Best Presented Car Club Award, independently judged by Lockton, was presented to the Morgan Sports Car Club; the impressive display featured a large contingent of owners that had taken part in a rally from Yorkshire to the event. Among the weekend's competition awards, Laura Elliott was awarded the Joy Rainey Perpetual Trophy for Fastest Lady of the Meeting following an impressive performance in her Porsche 911 Carrera. The trophy was presented by Porsche Le Mans winner Richard Attwood.

A Festival Beyond the Hill

Classic Nostalgia offered far more than motorsport action, with visitors also enjoying the Exhibition of Speed motorsport art gallery, more than 20 visiting car clubs including Boundless CVG, a bustling trade village, live music, dancing and family entertainment throughout the weekend.

With a packed paddock, full grandstands, glorious sunshine and an unrivalled collection of cars, drivers and motorsport personalities, Classic Nostalgia once again demonstrated why it has become one of Britain's most popular hill climb meets.

As this is now an established event on the Boundless CVG calendar why not join us in 2027 and enjoy all the spectacular action for yourselves at club discount rates.

Geoff Davies

Chiltern Cream Tea Run

Saturday 1st August

One of the joys of the Classic Vehicle Group's programme of runs is going to different places that are either close by to other locations that one visits frequently - but never venture into the parts of the country that are very close to them - or else when driving round the route you find places where you have not been for years, but somehow a bell gets rung to remind you of childhood visits or those places that you always wanted to go but never quite got there yet!

Pete and Marian's first Chiltern Run brought together some of these thoughts in my mind. For example, as a child I frequently travelled with my father from Liverpool to London and back and one of the ways I knew we were getting close to London was when we hurtled through the station at Tring (close to our route on this run) behind some large and impressive steam engine. These memories are mentioned because you got the feeling from Pete and Marian's route that they had woven in many of their own experiences growing up in the area of this circular event through lovely countryside and villages – and all of this made for a fascinating day.

Starting at The Mursley Farm Shop close to Winslow the route made its way southwards towards the villages of Cublington and Wing and then on through pleasant countryside to Aston Abbots and Wingrave and on into Hertfordshire.

Moving on through Long Marston and interestingly named Gubblecote and over the Grand Union canal with its humpback bridges we made it to the pretty village of The Lee, famous as a film set background for Midsomer Murders and amazingly, there was a completely pleasant and tranquil village green even though it was only just round the corner from the massive HS2 works where the construction of the new railway line is in full flow.

We looked out carefully for the figure head of Admiral Lord Howe, which had come from the Navy's last wooden battleship, the HMS Impregnable, and now looks quizzically from the front garden of a large family home with beautiful lawns

and trees, and a little further on we passed Chequers, the official weekend retreat of Prime Ministers, and shortly after, we arrived at an excellent tearoom stop at Hartwell Nurseries where we enjoyed a very tasty lunch.

Moving on through open country and small villages we skirted Waddesdon Manor, famous as the home of part of the Rothschild family before arriving at Quainton Windmill which was tucked away very surprisingly up a small track close to the pretty village green, and where we



were given the lowdown on how this huge restored mill had ever come to be here in the first place, and we climbed the twisting stairways and enjoyed the view.



After saying our goodbyes to the enthusiastic volunteers at Quainton Windmill, we and the rest of the entrants completed the last leg in the north west corner of the route and after more interesting countryside and views we were ideally placed to enjoy the cream teas back at Mursley Farm Shop, and to reflect on a most enjoyable event both with our fellow entrants and also with the farm animals in the parkland before setting off home.

Thank you again Pete and Marian for your efforts in creating this very enjoyable day.

Chris and Shirley Laver

The Capel Show

15th August



This year's summer heatwave was just starting to ease in the lead up to this year's event, but it was still hot enough for the organisers to cancel the dog show. Probably a wise decision, as it was still in the high twenties on the day, which also meant Bernard's gazebo was a prime target for those in search of some shade. As usual, the village fete atmosphere of the show was very friendly and despite the heat, the brass band kept playing throughout...!



18 cars were booked in originally, but a couple of late cancellations meant we ended up with a bit more elbow room than last year.

We had our usual broad age range of cars in our display, which covered seven decades, from 1940 to 2003. Thanks once again to everyone who brought their cars this year and to the Capel organising and marshalling team of course, who number well over 100 and always make sure everything runs smoothly.

Dave Rosher

Herts. Wings, Wheels and Water Run - 15th September

For this event, CVG and Northwest London Group joined forces to support first time organisers, Mark & Nikki, for their run through east Hertfordshire and into Bedfordshire.

As Rosie & I were using the event as a stepping stone for an onward camping break, we entered in our camper van, so I must confess at this point we did not complete the whole route but did enjoy re-acquainting ourselves with many of the lanes around where we used to live.



The Vanstone Park Garden Centre near Codicote was the start venue where we completed all the necessary admin preliminaries - and breakfast bap consumption of course...!

After Mark's briefing, first car away was the 1933 Alvis Firefly

of Dan Austin & Mike Biss and, not wishing to hinder anybody else's progress, we thought it best to let the rest of the field get a good head start before trundling off ourselves. This also gave us a chance to study the very comprehensive roadbook before setting off on the first part of the route, which took us eastwards through Datchworth Green, Watton - at- Stone and Sacombe; across the A10, through Barwick Ford and on to the Hadhams. Then it was time to head north through Furneaux Pelham to Buntingford and back across the A10.

From a driver's point of view the next section across the A507 to Baldock was probably the most enjoyable and would have been even more so in our usual Peugeot 205, rather than a 6-metre-long Fiat Ducato...!



The halfway halt at Stotfold Mill gave everyone the chance to socialise, either in the café or the spacious field where all the cars were able to line up for the Boundless magazine team to have the opportunity to talk to some of the owners - and take photos.

With the field almost empty, we decided to skip the second half route and head straight to the finish at the Shuttleworth Collection at Old Warden. The displays here seem to get better each time we visit, so the extra time we were able to spend both in the museum and in the garden were very welcome.



Many thanks to Mark and Nikki for putting on an excellent and very well organised first run – maybe someone else will produce a follow up to this brief report in the next issue to tell us all about the second half route we missed...

Dave Rosher



And, did anyone else spot these two CSMA Bedford trophies in a cabinet adjacent to the museum's garage display area...?

Devon Vintage Car Club Invite Report – 26th July

The Devon Vintage Car Club's, St George's Day Rally 2026, winners this year are new members Colin and Amanda Love. Competition was tight, with the final scores 30 (x2) 32 and 33 marks. A very good selection of cars; 1934 Standard Avon, 1953 Jowett Javelin, 1972 Lotus Elan, RR Silver Cloud, Mini 35, Volvo 240, Jaguar, 1969 MGB, TVR and 1983 Porsche 911SC.



We finished at the House of Marbles, Bovey Tracey and I am pleased to say that all the 12 cars which started the Rally at Strawberry Fields, Buckfastleigh, completed the Treasure Hunt.

The car run took members, past Buckfast Abbey originally founded in 1048, dissolution in 1539, then rebuilt on the original foundations from 1884 opening again in 1932. From this through the Dartmoor villages of Holne, Poundsgate, Ponsworthy and Widecombe. Members were given points of interest en-route including information of a unique railway, the Haytor Granite Railway which was built in 1820 to transport granite from Haytor to the Stover canal, the unique

feature being the track which was formed from granite sections, each section shaped to guide the wheels of the horse drawn wagons.



I think everyone had a lovely time, the roads were busier than the normal date for St Georges Day which is normally held on the National Drive it Day.

Congratulations again to Colin and Amanda Love this years winners and proud organisers for St George's Day Rally 2027.

Mark Parkman

News Flash... if you missed it

The National Motor Museum, Beaulieu

The National Motor Museum has announced it will be leaving its longtime home in Beaulieu, New Forest, after being informed that its 60-year lease will not be renewed.

The current 60-year lease agreement between the National Motor Museum Trust and the Montagu family ends in 2030 after being based at its current site since 1952. The Motor Museum Trust had sought a new lease of at least 50 years, alongside a more favourable financial arrangement, as it looked to secure the museum's long-term future. But Beaulieu Enterprises, the Beaulieu Estate and the Montagu family decided they could not agree to a new arrangement of that length. Lord Montagu of Beaulieu has backed plans for the museum to find a new home.

While picturesque, the New Forest location has restricted expansion, and heavy local traffic has limited growth in visitor numbers. According to the National Motor Museum Trust, the move provides a unique opportunity to build a larger, more accessible facility, scale up educational programs, and expand community impact.

What happens to the Collection?

The Trust must find a new home for roughly 285 vehicles and 1.9 million motoring artefacts, including historic footage, blueprints, and photographs.

Family Vehicles to Stay:

Vehicles that belong directly to the Montagu family are expected to remain at the Beaulieu estate.

No Immediate Operational Changes:

No new location has been selected yet. Visitors to Beaulieu will see no immediate changes to operations or events while the search for a new site takes place.

Ongoing Projects:

Unaffected: Major historic milestones, such as running the famous Sunbeam 1000hp (see Squeaky Wheel April 2026) land speed record car at Daytona Beach in March 2027, remain fully on schedule.

Just for interest...

Aston Martin secures £550m loan.

The luxury car maker has been struggling in recent years and in March announced it would cut about 600 jobs, as last year's net losses leapt by a little over 50% to £493.2m. The firm has blamed the effects of US tariffs and weak demand in China.

Its half-year results were set to be published on 29 July. The firm announced loans that it said would bolster its balance sheet and fund future product plans.

With headquarters in Gaydon, Warwickshire, most of the job cuts were thought to affect sites in the UK, where most of its staff are based. The company has been burning through cash and at the time it announced the job cuts, Aston Martin said the move would mean annual savings of about £40m.

The funding announced, managed by HPS Investment, includes a £450m senior secured-term loan, which means it is repayable ahead of other creditors and is backed by specific assets.

In addition, there is a £100m delayed drawdown term loan, meaning the funding will be available at specific points, rather than payable upfront.

In the light of this news Aston Martin have still managed to announce two new models in the last 12 months.

The Aston Martin Valhalla (described as 'more a race car for the road') entered production late 2025 with the first customer deliveries rolling out globally in 2026. Production was limited to 999 units. Its first appearance was as a concept vehicle at the Geneva Motor Show in 2019 with final on-road and on-track testing completed in 2025. Unlike the Valen pictured below the Valhalla is powered by a Mercedes AMG twin turbo 4 litre V8 mated to a plug-in hybrid system and depending on the configuration can produce 1064hp. The engine provides power to the rear tyres while the front tyres are powered by a pair of electric motors. Estimated top speed is 217 mph with a 0-60 mph in the low 2 second range.



The Valhalla model went on sale last year

The Aston Martin Valen, a 'provocative' V12 5.2 litre 850hp supercar, was officially introduced on August 14, 2026, at Monterey Car Week. It went on sale immediately to select clients alongside its debut, with production limited to 150 units and first customer deliveries scheduled to begin in the second quarter of 2027.

With a price tag of \$2 (1.5 million pounds), before adding bespoke personalisation through Astons 'Q' division.



Baz Haughton

Just for fun...

The Panthermobile

You may remember this; you may not but in terms of what you can do with vehicles it is a good example of just what can be done.

Called 'the world's most flamboyant vehicle' The Panthermobile is part of the Pink Panther franchise. It was specifically built for the 1969 animated television



series *The Pink Panther Show*. It wasn't used in the original 1963 live-action *The Pink Panther* film starring Peter Sellers (or its immediate sequels), but the animated cartoon shorts and television series originated as a direct spin-off success stemming from the animated title sequence of those original Blake Edwards films.

Built by Ed 'Newt' Newton, Dan Woods, Joe Bailon, Bill Hines and Bill Honda, the vehicle is 23-feet long, six-feet wide and described as 'shaped like a flamboyant anteater, or Barbie's Dustbuster'. The Panthermobile's driver climbs into an open Cockpit well ahead of the front wheels, its 455- cubic inch 7 litre V8 Oldsmobile engine with 3 speed automatic gearbox positioned against the back of



the driver's head. (A helmet is required, or at least advisable.) It has no rear-view mirrors, relying instead on an early rear-facing camera and a black-and-white television monitor inside.

Behind the engine and presumably deafened driver is the *Pleasure Capsule*, what designer Ed "Newt" Newton intended as the ultimate limousine: a lie-down compartment of shagpile carpeting, satin and PVC with square-tufted upholstery, mirrors, about half a dozen faux-fur pillows, a rotary phone, a black-and-white TV and a vase with flowers. All in pink except for the television. Is there a bar? Absolutely! The Panthermobile cost \$100,000 to build, equivalent to \$566,000 in 2025.



For many years the car was owned by promoter Jay Ohrberg before being put up for auction in 2007 where it sold for £71000. It was again put up for auction in 2011 where it was purchased for £88000 and restored by Galpin Auto Sports in Los



Angeles, California, under the supervision of Dave Shuten. A complete restoration of the car's drivetrain, suspension, interior, and paint was required. While it has not been resold publicly since, its

original building cost of \$100,000 in the 1970's translates to over \$500,000 today, making its fully restored collector value likely near or above that half-million-dollar mark. The fully restored Panthermobile is housed in the Galpin Auto Sports collection and museum in Los Angeles, California.

ATHELSTON LEOFRIC

It's unlikely you'll see it now.

After owning the car for 25 years, having bought it directly from McLaren in 1999, Nick Mason, the Pink Floyd drummer sold the vehicle at the RM Sotheby's auction at the Monterey Car show to an undisclosed buyer on August 15th, 2026, setting a record for the most expensive McLaren ever sold at auction. Expected to fetch in the region of \$26 million dollars the car sold for \$34,655,000.



These British supercars have been selling for eight-figure sums for over a decade now. But prices have gone up dramatically in the last few years. In 2021, a 1995 F1 sold for \$20.4 million. In 2025, a 1994 version set a new benchmark at \$25.3 million. Well, this GTR, which is basically a one-off, is the new record holder.

The F1 debuted in 1992 and remained in production through to 1998. But despite its relatively long production cycle, only 106 units rolled out of McLaren's Woking-based plant. And this figure is split between seven different versions, including prototypes, race cars, and development vehicles. The standard road-going F1 is the most common with 64 units made, followed by 28 [GTR-spec models](#). The McLaren you see here is one of those GTRs, but it's actually much rarer. That's because it's one of only two GTR short-tail prototypes, along with the vehicle that won the 1995 24 Hours of Le Mans. Moreover, it's the only F1 GTR with factory livery.

Known as "The Pop Art F1," this GTR sports a 1990s pop art-influenced colour scheme in scarlet (red) and yellow. The vehicle was driven at the 1996 24 Hours of Le Mans during testing, but it was then converted for road use. The GTR was

initially retained by the McLaren factory until 1999, when it was purchased by Nick Mason.



Just like the regular F1, the GTR draws juice from a BMW-built 6.1-liter V12 engine. The mill, however, had its output reduced slightly due to the mandatory air restrictors. While the regular F1 came with 627 horsepower on tap, the GTR delivered just under 600 horsepower.

An avid car collector and former racing driver, Mason kept the GTR for 25 years. During this time the supercar was thoroughly maintained by Lanzante Limited, the company that handled the road-spec conversion. The GTR crossed the block in pristine condition.

The F1 GTR wasn't Mason's only iconic race car. He also owns (or has owned) an Alfa Romeo 8C, a Bugatti Type 35, a Jaguar D-Type, a Ferrari 250 LM, and a Maserati Tipo 61 "Birdcage." He has also owned over 40 Ferraris over the years, with his collection including a 250 GTO, an F40, and an Enzo.

Arguably one of the most recognizable F1s out there, this GTR is not only the most expensive [McLaren](#) ever auctioned. It's also the most expensive British automobile and the 11th priciest vehicle of any kind ever sold at public auction.

Baz Haughton

Car For Sale



Boundless member Tony Lawson-Smith has this 2001 Y reg VW for sale. It's a 2.0 litre petrol 5 speed manual Hi-Line Beetle Hatchback. 112,800 miles with very full local specialist service history.

New MoT - One registered local lady owner.

Techno Blue metallic with grey leather interior, Electric Sunroof / Air Con / Heated Seats etc.

3 keys and original book pack.



£650

If you are interested and would like more details, please contact Tony on: 07831 407744 (Henley)

Classic Vehicle Group Polo Shirts

Members can buy these maroon Polo shirts with the traditional 'Winged Wheel' badge,

which are available in sizes - Small to 5XL. The shirts can be ordered from: K and K Printing & Embroidery, either by phone: 01235 516699, or email: sales@kandkprinting.co.uk



2027 Events - *Provisional calendar and may be subject to change.*

January -

10th New Year Run, Thames Valley

Following on behind all the turkey, tinsel and mince pies the 2027 New Year Run will bring us into another active year of motoring fun 'n' games with our Classic Vehicle Group.

Contact: allan.goddard@boundlesscommunity.co.uk

March -

tba Visit to Classic Car restorer/workshop

Contact: daverosher@gmail.com

28th Weston Park Display, Shropshire

Fun for all the family from: a large range of club vehicles, over 100 autojumble stalls, live music, miniature railway and over 100 acres to explore. For more details :

Contact: gillianfigures66@gmail.com

April -

3rd Heritage Transport Show., Detling, Kent

Contact: alan.ashby4@virgin.net

25th Drive it Day Run, Northern Home Counties

We shall once again be joining in with the FBHVC's national event in aid of the "Childline" charity.

Contact: bernard.ward3@btinternet.com

May -

9th Basingstoke Festival of Transport, Hants.

Contact: **Chris Laver**, chris@whitesands82.co.uk

June -

tba East Kent Experience Run

This year's event will venture further east in Kent to take in some of the venues successfully visited in past Kent Russet Runs.

Contact: **Chris Laver**, chris@whitesands82.co.uk

tba Tour to France

Our annual jaunt abroad. The trip is planned again with our Boundless partners, Brittany Ferries.

Contact: barry.haughton@sky.com

18-20th London Historic Trophy, Brands Hatch, Kent

Contact: daverosher@gmail.com

tba Luton Festival of Transport

Contact: pete.joyner@ovitts26.com

July -

10th Display at Wallop Wheels and Wings, Hants.

CVG have once again been invited to have a display area at this Museum of Army Flying event near Andover. Booking details will be available online or,

Contact: pete.gregory@boundlesscommunity.co.uk

17/18th Display at the Shelsley Walsh Classic Nostalgia Weekend

A great sporting event at one of the oldest motorsport venues in the world. For more details and to enter your car in our display.

Contact: Geoff Davies, a6gcd@btinternet.com

18th Bromley Pageant of Motoring, Ardingly Showground, West Sussex

After several years absence we are planning a display to this long running show which is now being held at a new location.

Contact: daverosher@gmail.com

31st Sussex Run

Contact: daverosher@gmail.com

August -

15th Chiltern Run

New day run for 2027 starting and finishing at the Winslow Farm Shop - More information to follow.

Contact: pete.joyner@ovitts26.com

21st Display at The Capel Show, Surrey

Becoming an annual event for CVG, this show features hundreds of classic vehicles along with all the other attractions and atmosphere associated with a traditional village fete.

Contact: daverosher@gmail.com

September -

5th Himley Hall Display, Staffordshire

Contact: Geoff Davies, a6gcd@btinternet.com

5th Herts/Essex Run

Contact: markbrumwell@btopenworld.com

tba Retro Run – venue tba

C

Contact: maddy.grubb@gmail.com

October

3rd East Midland Drive

Contact: gillianfigures66@gmail.com



Here's a couple of early invites from members for 2027

This one comes from Eric Griffiths in North Somerset.

Email:

james@hornetsrfc.co.uk

for more info

And this one from Mike Twomey In Kent.

Email:

miketwomey2@gmail.com

for more info

DISPLAY AT: COOLINGS, KNOCKHOLT

Sunday 25 July 2027, 9.00-1.00pm

With over £50,000 raised so far, this is the ideal day out for all car lovers, and the display will once again be held in the front meadow at:

Coolings Garden Centre, Rushmore Hill,
Knockholt, Sevenoaks, Kent, TN14 7NN.



As an "invitation only" event, advance registration is essential.

As well as the Garden Centre, the meadow is ideal for a picnic by the car, or if you prefer: breakfast, lunch and afternoon tea are all available in Arthur's Restaurant.

Car Show Entry is by a suggested **£10 minimum donation** per car
all proceeds going to St Christopher's.

For more information and an entry form, email Mike Twomey at:

miketwomey2@gmail.com

Show your support with a donation via the QR or
justgiving.com/fundraising/charity-carshow



020 8788 4500

stchristophers.org.uk

@StChristsHospice

St Christopher's is a registered charity (210667) - Company limited by guarantee in England. Registered office: Sudham, Norfolk



Quote

"I don't sell cars; I sell engines. The cars I throw in for free since something must hold the engines in." — Enzo Ferrari

Go on, have a laugh.

Why did the man working at the Land Rover factory find it so interesting?

Because he made a new Discovery every day. 🤖 🤖



Calling all members.

If you have any car related stories, anecdotes, tales of trips in your classic or anything else of interest you would be prepared to share please send them to the editor at

barry.haughton@sky.com. Thank you.

For more information about the Classic Vehicle Group events, visit the website at: www.boundless.co.uk/cvg or email: classicvehicles@boundless.co.uk

To find out more about what's been happening with the Club's other Interest and Local groups, as well as keeping up to date with all the latest Club news and developments, you can download the

Member Communities Communique at:

www.boundless.co.uk/communique

It's your club.... enjoy it!

Our Classic Vehicle Group is run by enthusiasts, for enthusiasts, and caters for lovers of any vehicle, regardless of age.

For more information:

Visit: www.boundless.co.uk/CVG Email: cvg@boundless.co.uk

Call: 0800 66 99 44*

*Lines open 9am – 6pm Monday to Friday and 9am to 1pm on Saturday

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