

The Squeaky Wheel

Issue 73

July 2026

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**Our destination on Drive it Day
South Downs Light Railway**



**End of the day at Bucklers Hard
Hants and Dorset Delights Run**

**Classic Vehicle
Group**

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Introduction from Dave Rosher, Chairman

Hello members – and welcome to the July issue 73 of Squeaky Wheel...

After my request in the last issue for someone to fill the last remaining committee post, I am pleased to be able to welcome Mark Brumwell to our CVG committee. As well as being an active participant in competitive historic events, Mark is also a North West London Group committee member and has recently become a member of the Club Council.

This summer's classic events are well under way now and so far, our own runs have been blessed with fine weather; although the temperatures experienced during Barry & Marian's recent French foray would probably get an award for the highest....! You can read detailed reports on all three a bit further on.

We still have four more runs to come of course; three of which are one day events and all still have places available. Malcolm Grubb has also advised me there is possibly one place left for the Retro Run weekend - but it will depend on hotel room availability. See page 7 for details.

We also have two display events to look forward to as well, the Shelsley Walsh Classic Nostalgia weekend and The Capel Show.

The Capel show is now fully booked for display cars but it's still a great afternoon out with lots going on if you fancy a visit.

The planned display at this year's Lodges Coaches event will not now go ahead but we will still keep it in mind for 2027. Talking of which, your committee will soon begin planning the rest of next year's calendar, so if you have any suggestions for events you have been to and would like us to consider, please let us know.

The Bromley Pageant used to be a firm favourite and has now moved to the Ardingly showground, so outside the ULEZ restrictions. Another possibility is a return to the Silverstone Classic, which we dropped when it moved to the August Bank Holiday weekend. This year it has returned to its old slot at the end of July, so if there is enough support we could include it again. Another similar event to possibly consider for 2027 is the new London Historic Trophy weekend at Brands Hatch in June.

That's it from me – enjoy the rest of this summer's classic events, wherever they may take you...

- **Dave**

Local CVG Groups

Severn & Avon

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

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

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

North Staffs & Stone Classic Car Group –

Pete Cresswell's regular classic car meets are on the first Monday of each month at: **The Mill at Worston, Worston Lane, Little Bridgeford, ST18 9QA** from 7pm; to which CVG members are invited to come along. For more info, email Pete at: pete.cresswell.t21@btinternet.com

Committee

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

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Shelsley Walsh Classic Nostalgia Weekend

Saturday 18 July - Sunday 19 July 2026

The Classic Vehicle Group invites you to celebrate the Glory Days of Motorsport at the Shelsley Walsh Classic Nostalgia Weekend.

A highlight of the UK motorsport calendar, the event features the very best racing cars and vintage specials, a relaxed garden-party atmosphere, and thrilling track action from rally cars to cool machinery from every era, where anything goes. It is a relaxed meeting with plenty to enjoy both on and off the track.



First used in 1905 and in continuous use ever since, Shelsley Walsh is the oldest motorsport venue in the world still run on its original course. Today's competitors follow in the wheel tracks of motorsport greats such as Raymond Mays, Hans Stuck, and the late Sir Stirling Moss.

Renowned throughout the motoring world for its unique atmosphere, Shelsley allows enthusiasts to get exceptionally close to the action, as well as to the cars and drivers.

Car Clubs at Classic Nostalgia

Car clubs will have a designated parking area to include sufficient space for club gazebo/seating area. Gates open for general admission at 8:00 am. Hill climb action runs from 9:00 am until approximately 5:00 pm each day. It is recommended that you arrive between 8:00 am and 10:00 am to get into position on your car club stand.

Contact Geoff Davies: a6gcd@btinternet.com for more info and how to book; or see the website for further updates closer to the date of the event: classiconostalgia.co.uk

Price - Discounted rate for Club Members (per person, per day) £17.00

Chiltern Cream Tea Run

Saturday 1st August

Come and join the Classic Vehicle Group for a delightful drive exploring the beautiful Chilterns.

This year, and new to the calendar, we have a new run exploring the villages of this picturesque part of the country.

The run starts at Mursley Farm Shop with a hot drink (hot food available if required) and will end there with a cream tea. This will give you an opportunity to look around and, if so inclined, purchase some of the many gifts and the highly recommended farm produce on sale and not forgetting the ice cream made on the premises.

The route will take us through many charming villages in the area. If they look familiar it maybe because you have seen them on TV. For example, the Cock & Rabbit pub in the picturesque, village of The Lee, near Great Missenden seen many times in *Midsomer Murders*.

Here you can enjoy a coffee or a bite to eat. If you wished to stretch the legs, a short walk from the pub you will find the wooden figurehead of Admiral Lord



Howe located at the gated entrance of Pipers, a private house in the village. It was the figurehead of the HMS Howe (later renamed HMS Impregnable), the Royal Navy's last wooden battleship, broken up in 1921. Taken from the 19th-century warship *HMS Impregnable*, this Grade II listed landmark was moved to its current position in 1953.

The route will then take you passed Chequers through to Butlers Cross and then to Quanton, where we will visit the famous windmill. A free tour of the windmill is included.

Then it will be back to Mursley Farm Shop for a cream tea before heading home.

Entry fee is £45 per car and two occupants.

For more information and an entry form please email Pete at –
pete.joyner@ovitts26.com

The Capel Show
Saturday 15th August 2026

Booking now Closed

“An extravaganza of Classic Cars and Motorbikes, Flowers & Vegetables, Food and a Bar with a good selection of local ales, an Auto Jumble, Dog Show and local stalls selling everything good our village has to offer” is how the organisers describe it; and those of you who have been before will probably agree.



Online registration is now closed as the event is now full but if you would like to come along and still enjoy the show, we will be pleased to see you.

This is a charitable event for Friends of St. John The Baptist.

More details on the Capel Classic Car & Bike Show website at:
<https://www.capelshow.co.uk/>

NOTICE

LODGE'S CLASSIC CAR AND BUS SHOW

Sunday 16th August 2026

We must announce that we will not be arranging a CVG club stand this year, due to the uncertainty of how it might be arranged. Instead, there will just be a recce to the show this year to see how we might arrange something for next year that will be satisfactory.

Capel, the day before, is a hard act to follow and we need to provide a suitable display area at the Lodges show if we are to have a presence there in the future.



Bernard

Herts Wings, Wheels and Water Run

Sunday 6th September 2026

Come and join the Classic Vehicle Group and Northwest London Group on a new event in the calendar this year, exploring the picturesque lanes of north Hertfordshire (plus some of Bedfordshire and Cambridgeshire).



The run starts from Vanstone Park Garden Centre near Codicote, with tea, coffee and a breakfast bap included. We'll visit Stotfold Mill and Nature Reserve with its working water mill which we hope will be operating on the day and will finish at the wonderful Shuttleworth Collection of classic aircraft and vehicles, at Old Warden

near Biggleswade, where entry to the museum plus tea, coffee and cake are also included. Other points of interest will be en-route.

The route is predominantly rural in nature but both starting and finishing points are located conveniently for the A1 and A1(M), for entrants coming from further afield.

Any vehicle can be used for the run. Classic vehicles are encouraged but are not necessary.



The entry fee will be £45 per car and two occupants (£50 non-Boundless members) to include: tea/coffee and breakfast bap at the start, tea/coffee and cake at the finish, entry to the Shuttleworth Collection Museum (valid also for return visits within 30 days), Tulip Roadbook and Rally Plate.

For more information and an entry form, please email Mark Brumwell at – markbrumwell@btopenworld.com

The Retro Run

Friday 11 to Sunday 13 September 2026

For the 2026 Retro Run we will be staying at The Frensham Pond Hotel & Spa, a 15th-century country house in a beautiful lakeside setting in the Surrey countryside, ideally situated for exploring the roads, countryside and places of interest across Surrey, Hampshire and Sussex.



The weekend will start on Friday evening with a welcome drink reception ahead of a 3-course evening meal. We offer scenic runs on Saturday and Sunday which are untimed, so you can go at your own pace with plenty of time to relax, enjoy the views of the countryside and visit some of the interesting places on the way.

Road Books will provide information about places of interest on route, and of course, a Retro Run Rally Plate to add to your collection!

The event will finish with a cream tea at the hotel on Sunday afternoon.

Price - Entry fee £55.00

2 night's dinner B&B Classic Rooms £438.00

2 night's dinner B&B Garden Rooms with Private Patio £460.00

For more information and to book, please email Madeleine at:
madeleine.grubb@boundless.co.uk

Only one space left – be quick.

We look forward to seeing you soon and welcoming you to RR 2026

- Malcolm and Madeleine

Midland Meander

Saturday 3rd October 2026

North Cotswold Tour

This year the Midland Meander run is set in the Northern Cotswolds with its wide valleys and shallow streams. Many of the hamlets have barely changed since the wool industry defined the Northern Cotswolds, transforming a rural landscape into the epicentre of medieval European trade.

The legendary heavy fleeced ‘Cotswold Lion’ sheep generated immense wealth funding lavish limestone mansions and towering “Wool Churches” that still define the region today.



Our start venue will be at The Cotswold Kitchen just south of Evesham on the A46 Evesham to Cheltenham Road. Tea and coffee will be provided, while registration

and the briefing will take place. Breakfast options will be available at additional cost.



The Cotswolds is renowned for its quintessentially English villages built from Cotswold stone, giving towns like Bourton-on-the-Water and Chipping

Camden a storybook charm. The stone’s colour varies from rich honey in the north

to creamier shades in the south. No area in Britain has more enchanting small towns and villages than the Cotswolds.

Today's run will link Evesham, with Bourton on the Water, making our way to the top of the Cotswolds and back round the Vale of Evesham. The region is defined by rolling hills, known as Wolds, and expansive meadows, woodlands, and wildflower fields



Away from the hustle and bustle of many Cotswold towns. You will enjoy a mainly circular route of approximately 60 miles. Travelling through some of the less well-known villages made up of Cotswolds homes of golden hued limestone and a handful of black and white cottages with thatched roofs and pretty rose gardens. There will be plenty of time for you to stop enroute and have a walk around some of the Villages you pass through.

Entry fee per car and two people is, £48 for members (£52 non-members) Extra adult passengers - £10 per person.

Entry fee to include refreshments at the start, and a hot drink and cake at end, Rally Plaque and Tulip route road directions.

Entry forms available from the Boundless website social groups page or by contacting Gillian Figures : gillianfigures66@gmail.com or 07814471892.

Event reports.

Drive it Day

26th April 2026

Drive it Day is an annual charity event which is run by the Federation of British Historic Vehicles Club, of which our Classic Vehicle Group is a member, and it commemorates the 1000 Mile Trial which took place around the UK in 1900, a time when vehicles on the road were a lot rarer than nowadays, and when reliability must have been very questionable given that the first cars had only just been invented!

Today, the event encourages us to get out in our classic vehicles in what in football would be called 'The pre-season' and show them off to the public while collecting charitable donations for Childline through the sale of rally plates and, of course, getting ourselves and the cars ready for the mainstream events of summer.



In our case, Dave and Barry had put together a relatively short and gentle event in East Hampshire and West Sussex. Starting in the Nicholson Suite of The Angel



Hotel (called after the Victorian owner of nearby Basing Park) on the main A32 South of Alton, we enjoyed our refreshments and bacon rolls, and after the briefing were soon on our way into the countryside.

A brief spell on the A3 brought us into Buriton, a pleasant village with pond, ducks, old houses and no impression of the main road, so close but not impacting at all on the historic village centre.

Heading south, it was not long before we were approaching Bosham - known to many of us in the area as the place where King Canute reputedly ordered the tide not to come in - but we were luckier than the very wet Canute, and did not get our tyres wet as we were able to drive around the Shore Road at Bosham Quay before it submerged at high tide!

In Bosham we made our first visit, which was to Phillip Raby Specialist Cars, where we were able to view an interesting, high-quality range of Porsches, Jaguars and other makes in an informal setting and to chat about the cars and compare notes with other people on the Run.

Turning northwards we enjoyed the beautiful countryside of this part of West Sussex, passing Goodwood Racecourse, The Weald and Downland Museum (home of TV's The Repair Shop) and the amazing views from Cocking Hill before soon arriving at the finish at Pulborough Garden Centre by the River Arun at the ancient Stopham Bridge.

The garden centre is home to the South Downs Light Railway, a surprisingly lengthy miniature steam railway.



Its small but comfortable carriages allowed several atmospheric train rides – so an appreciation of steam engineering made an unusual additional enjoyment to the variety of classic cars joining us for Drive it Day,

After catching up with owners and friends over light refreshments on a pleasant sunny afternoon we can now begin to plan which CVG events we can fit into our summer diary schedules!

Thank you to Dave and Barry for a very enjoyable day.

Chris Laver

“Highs and Lows of Somerset” – 16th May

For this new event, organised by John & Carol Iddles as an invite from the Jaguar XK club (SW), we had a chilly start in Compton Martin at the Ring O’Bell’s pub; where a fantastic choice of breakfast was available to help fire us up for the day.



A quick briefing from John & Carol and we were off, some brave souls with roofs already down.



There was a good and varied turn out of vehicles from Jaguars, Z3s, TVR, Eunos and a very pretty Volvo P1800. We headed off past the beautiful Blagdon Lake towards the Rock of Ages and Cheddar Gorge. We were strictly told - no donuts at the gorge...!

As we approached the bottom of the gorge avoiding many cyclists, cavers, rock climbers and not to mention a few goats, the weather took a turn for the worst. So, as we crossed back across the Somerset levels, we arrived rather wet at Sweets Tea room for a well-earned cuppa and cake. The tearoom has an eclectic museum of science and peat industry on the Somerset Levels, very much worth a visit.

The next leg of our journey was towards Glastonbury, famous for its Pop Festival (although not actually held in Glastonbury but in a village called Pilton, 7 miles away) then past Glastonbury Abbey where legend has it King Arthur was buried.



Then, we took a loop out through to Baltonsborough and back along the Polden Ridge from where you get a fantastic view of the Mendip hills. Then it was back to find our Holy Grail, the Duck at Burtle, very aptly named as it was certainly great weather for ducks.

We finished off with the most excellent meal, company and conversation.

A great day was had by all. Looking forward to next year.

Giles Edwards

Hants and Dorset Delights Run

13th June 2026

Fortunately, the previous week's unsettled weather had finally abated in time for Chris & Shirley's run and sunshine was the order of the day for the 24 cars assembled at The Swan near Lyndhurst in The New Forest.



With many of our runs these days tending to attract more modern classics, it was good to see John & Ali Kent's pre-war, British Salmson, in the line-up.

Once all the preliminaries and refreshments were done with and Chris had given a run down on what to expect during the day, including the sites of several WW2 airfields, it was time for us all to head off in a westerly direction towards Bolderwood.

The first notable landmark to appear on our left was The Portuguese Fireplace, a memorial from the cookhouse building that housed the Portuguese Army unit who worked here during the first world war to help the war effort. A bit further along on our right was another memorial, this time for the Canadian forces stationed here in 1944 for the lead up to D Day.

Our route then passed under the A31 and up towards Stoney Cross, where the landscape became more plain-like, compared to the heavily wooded first few miles. It also included a section of road that originally formed part of the runway for the old WW2 airfield, located here between 1942-6. We then headed north-west where we had a brief excursion into Wiltshire to take in the historic village of Downton. Lots to take in here as the long winding narrow

approach down Lode Hill crosses the river Avon and eventually opens out into The Borough, with its greens and wide range of house styles; many of them thatched.

Then it was on to the A338 where we headed south for a few miles before turning off west to Breamore House, with many earlier arrivals already lined up either side of the main drive.



We were not here to see the main house- but the Countryside Museum – a real gem...! As well as a small well stocked shop, the first building housed a range of replica post war, country themed sets such as a blacksmith, dairy, laundry and even a school room.

One special exhibit was a 16 century Bavarian four-train turret clock, ticking away nicely.

Beyond the first building a ramp led us to a series of barns, each of which housed a huge range of vintage farming implements and tractors, as well as a traction engine.



A quick coffee in the Pantry Barn café and we were off again, heading south through Verwood and three-Legged Cross, where at least one of our members thought the forecourt display at Dorset Sports Cars was worth a closer look.

Then it was through Ferndown before taking the southern perimeter road around Hurn (now Bournemouth International) Airport. From here we went via Sopley, which took us back into more traditional New Forest terrain through Bransgore and then along the very scenic, Burley Road, to Brockenhurst. A few minutes pause at the level crossing and we continued past Beaulieu Heath to our destination, Bucklers Hard.



There was plenty going on when we arrived, although a military re-enactment display was occupying the area our own display should have been in.

Once parked up in the shade of the trees and, as it was some time since our coffee at Breamore, we headed straight for The Captain's Table café. Here we found Thames Valley Group Chairman, Allan Goddard, who had been unable to join us at the start but had made it to the finish and, as well as carrying out his usual excellent "meet & greet" role, had also been pressed into service to help the restaurant manager protect our reserved cream tea seating area from other visitors...!

Suitably refreshed and fed, we then ventured into the Visitor Centre and other interesting buildings before heading down to the riverside to enjoy the late afternoon sunshine and catch up for a chat with a few more members doing the same.

One extra bonus here was seeing HMS Medusa, a WW2 Harbour Defence Motor Launch. As well as being the last survivor of 464 made, in original and seaworthy condition; it is also the last surviving vessel to have been present at Omaha Beach on D-Day.

Many thanks to Chris & Shirley for all their hard work over the last few months to make this a most interesting and enjoyable day.

Dave Rosher

Road 2 Reims: Heat, History and a Red Cappuccino

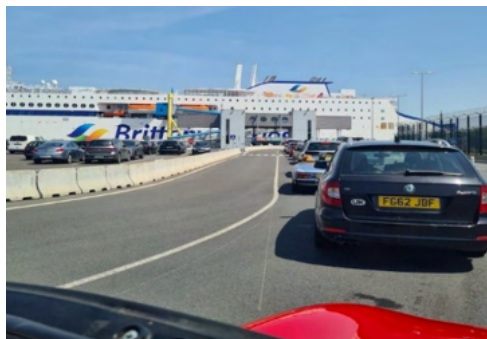
22nd – 28th June 2026

Some trips are memorable because everything goes to plan. Others stay with you because they do not - at least not entirely. Our week in France with the Boundless Classic Vehicle Group this year was memorable for a different reason again: despite the searing heat, despite the occasional sat-nav disagreement, despite the lazy starts and altered plans that come with a proper holiday, it delivered exactly what a classic touring adventure should. Good roads, good company, good food, and the pleasure of driving our small red Suzuki Cappuccino called **Scarlette**.

Sheena and I joined the trip as one of eight crews taking part in this year's Boundless Classic Vehicle Group's "Road to Reims" holiday, organised by Barry and Marian Haughton. From the outset, the format struck exactly the right balance. We travelled as part of a group, but without being herded. Each crew was free to spend its days as it pleased, with Barry and Marian offering route ideas and suggestions for places to visit. That meant there was always a framework, but never a feeling of being over-managed. We shared breakfasts, compared plans, reconvened in hotel bars each evening, and usually ended up around the same dinner table swapping stories from the road.

That social rhythm gave the week its character. Every day had its own destinations and diversions, but every evening the group reassembled, sun-flushed and travel-worn, ready to compare discoveries, near-misses and navigation tales over a drink before dinner. It is a format that suits classic motoring perfectly: independence by day, camaraderie by night.

The trip began, as so many continental adventures do, with an early-morning dash for the ferry. We were almost last aboard at Portsmouth, which felt like an appropriately dramatic start, and after breakfast and a meet-and-greet in the ship's atrium we disembarked in France with the usual optimism.





That was tested slightly by the slow progress through passport control and then by a sat-nav-assisted tussle getting away from Caen, complicated by an accident or incident on the road ahead. Faced with the prospect of missing the rendezvous in Rouen, we abandoned scenic ideals and took to the autoroute. Efficient,

yes. Romantic, no. But it got us to the hotel on time, and by evening we were settled in and enjoying an excellent meal at a nearby Italian restaurant - proof that even a functional first driving day can still end well.

If Monday was about arrival, Tuesday felt like the real beginning of the tour. The drive from Rouen to Soissons was the sort of run that reminds you why French road trips have such enduring appeal. Quiet country roads, gentle landscapes and light traffic made for unpressured progress, while the route itself seemed to encourage a slower, more observant pace.

We stopped for a picnic lunch in Songeons, paused again for refreshment in Moyenneville, then visited the Glade of the Armistice Museum, which brought a very different mood to the day before we continued to Soissons. By then the heat was already becoming a serious factor. As in the UK, France was in the grip of exceptional temperatures, with daily highs in the upper 30s and at times nudging 40 degrees. For classic cars and their occupants alike, this was touring under endurance rally conditions.



Remarkably, all eight vehicles coped without mechanical trouble. That felt like a quiet triumph, in such heat, every successful arrival in a hotel car park carried a little extra satisfaction.

Wednesday brought the emotional and visual centrepiece of the trip: the visit to the old **Reims-Gueux** racing circuit for a group photoshoot. For anyone with even



a passing affection for motor-racing history, the place still has enormous atmosphere. We made our way to the old pit lane, parked up among the remains of the once-famous circuit buildings, and wandered through a landscape haunted by speed, noise and memory. It was easy to imagine another era there - grand prix cars thundering past the pits, mechanics leaning over the wall, spectators pressed

into every vantage point. Against that backdrop, our own line of classic and interesting vehicles made for a wonderfully evocative scene.



The photoshoot itself was one of the few fixed points where the whole group came together at the same time, and it was well worth it. But the heat soon drove us onwards, and we retreated to a tabac in Gueux for cold drinks and blessed air conditioning. After that, the group dispersed again for individual plans. Our

own afternoon included a picnic stop at Abbaye d'Igny, where we were unexpectedly joined by one of the other crews (John and Alison in Snoopy)

By Thursday we had settled fully into the tour's natural rhythm: breakfast, route discussion, leisurely departure, then a measured exploration of whatever lay ahead - all shaped by the need to outwit the heat whenever possible.

Our main destination was the magnificent Chateau de Pierrefonds, a building with the sort of layered



history that makes France such a rewarding place to explore by road. Dismantled in the 17th century and imaginatively restored in the 19th by Viollet-le-Duc, it is both authentic monument and romantic reinvention. Its towers and lakeside setting is striking enough in person, but many visitors will

also recognise it from film and television, including the *Merlin* series.

After exploring the chateau, we walked down into the village and found relief in the simplest of travel pleasures: a cold drink, an ice cream, and a shaded spot by the lake. In weather like this, such pauses were not indulgences but strategy. Later we headed to Axo Plage at Monampteuil, where for one euro each we enjoyed a brief dip in the lake - temporary relief, but very welcome. Back at the hotel that evening, the group's "snatch raffle" provided a complete change of tone from the languid heat of the afternoon. It was noisy, competitive and very funny, with two gnomes, a jug and a jar of honey becoming improbably sought-after prizes. Friendships, happily, survived intact.



Friday demonstrated how quickly plans can change on tour, and how often those changes lead somewhere memorable. We had intended to visit the car museum in Reims, but the heat forced a closure, reported in the group chat by Colin and Amanda who had gone there earlier, and with that one piece of news the day had to reinvent itself. Instead of pressing on with the original plan, we adapted. There was a stop at a ruined abbey in the attractive village of Longpont, followed by a picnic lunch at La Ferte-Milon. The intention had been to walk around the old village, but the temperature - combined with our own mobility considerations - suggested a more sensible course of action. So, we made what can only be described as a very sound executive decision: head for a Champagne house instead.

That choice took us to Champagne Leveque-Dehan in Barzy-sur-Marne, with a poignant stop beforehand at the Aisne-Marne American Cemetery in Belleau. It was another example of the variety that made the week so rewarding, motoring, history, landscape and local produce all woven into a single afternoon. Even the arrival at the Champagne house had its comic note. We parked up, only to find ourselves apparently locked into the car park with no one around. Eventually we



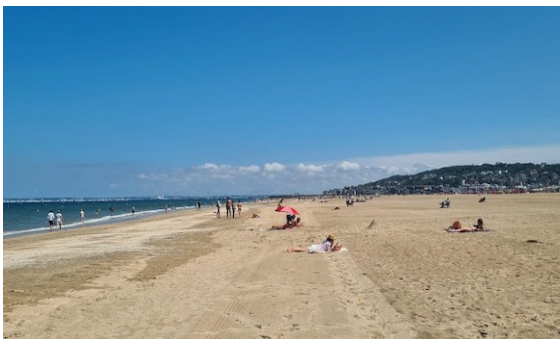
located the owner's daughter, who cheerfully welcomed us and gave us a tasting. It would have been rude not to leave with a couple of bottles, so naturally we did.

By Saturday it was time to leave Soissons and head back to Rouen, though not in any particular hurry. One of the recurring themes of the week was that holiday pace has a way of asserting itself, and this was another slow start without any real excuse beyond simple contentment. We stopped in Beauvais for fuel and picnic supplies, then drove on to Milly-sur-Therain, where we found a shaded spot near the lake

beside a motorhome Aire. There, Scarlett attracted the admiring attention of an elderly Frenchman on a motor scooter, who clearly approved of the little Suzuki. It was a small but pleasing reminder that compact, characterful cars can spark interest wherever they go.

The afternoon run was hot - punishingly so - and the cool room at the Ibis in Rouen felt like a luxury beyond price. Our final evening meal took us back to the same Italian restaurant we had enjoyed earlier in the week, which gave the trip a neat sense of symmetry: first night and last night linked by good food, shared memories and the creeping awareness that the journey was nearly over.

Sunday brought the last leg home. By then we were all a little heat-fatigued and a little sorry that the week was ending. Rather than charging directly for the ferry, we took some lovely country roads and even managed a beach and swim stop at Deauville, which felt like a fitting final indulgence. Looking out at the water, it was hard not to reflect on



how much the week had delivered. The heat could easily have diminished the trip, but in practice it simply reshaped it. We adjusted our pace, changed plans when needed, sought shade, lakes and cold drinks, and carried on. The result was not a spoiled holiday but a more memorable one.



The ferry back was full, perhaps helped by the cancellation of another crossing, and once again we found ourselves near the back when it came time to disembark. Even so, the journey home went more smoothly than feared. We docked on time at 21:30, were through passport control by 10.15pm and home an hour later, with Scarlett safely back on the drive and the week already

beginning to feel like the sort of trip that would be talked about for years.

What made "Road to Reims" work so well was not simply the route, or the destinations, or even the historic allure of Reims-Gueux. It was the combination of freedom and fellowship. We could travel at our own pace, make our own choices, stop where we pleased and change plans when circumstances demanded. Yet every day ended in the company of people who understood exactly why such journeys matter. That balance is not easy to achieve, but Barry and Marian managed it superbly.

In the end, the abiding memory is not of one landmark or one road, but of the whole texture of the week: breakfast conversations about where to head next; a line of cars outside the old pits at Reims; picnic lunches in quiet French villages; the search for shade in extreme heat; laughter over dinner; and the dependable cheerfulness of a small red Suzuki called Scarlett. France, even in extreme temperatures, had given us a proper motoring adventure. And like all the best ones, it left us wanting another.

Steve & Sheena Snook

Holland Coachcraft

– Pioneers of Streamlined Commercial Vehicle Design

Holland Coachcraft was a Scottish vehicle body-building company that became famous during the 1930s for producing some of Britain's most distinctive and futuristic commercial vehicles. Based initially in Govan, Glasgow, the company gained a reputation for combining practical transport solutions with striking Art Deco styling at a time when most commercial vehicles were purely functional.

Founded around 1931 by William Hawthorn Holland, a man years ahead of his time Holland Coachcraft specialised in designing and manufacturing streamlined van bodies that reflected the growing influence of modern industrial design.



Their vehicles featured sweeping curves, aerodynamic shapes, prominent front grilles and smooth body panels that made them look years ahead of their time. In an era when most delivery vans were square and utilitarian, Holland Coachcraft's creations stood out dramatically on Britain's roads.

Many of the company's most famous vehicles were built on chassis supplied by Scottish manufacturer Albion Motors, although Commer and other chassis makers



were also used. The streamlined bodies were constructed using traditional coachbuilding methods, combining wooden framing with metal panelling. This allowed craftsmen to create the elegant curves that became the company's trademark.

Holland Coachcraft's best-known customers were commercial laundries. Companies such as Castlebank Laundry in Glasgow and Collars Ltd. in Wembley who operated a fleet of 100 of these eye-catching vehicles. The vans not only

transported laundry but also served as moving advertisements, attracting attention wherever they travelled. Their distinctive appearance became a valuable marketing tool for businesses keen to project a modern image.

The innovative design of the vehicles attracted widespread attention. Their futuristic appearance was so advanced that several Holland Coachcraft vans were used in the 1936 science-fiction film *The Tunnel*, (better known as *The Proud Valley*) to represent what transport might look like in the future. This demonstrated how revolutionary their styling appeared to contemporary audiences.

In 1936 the company relocated operations to the new Team Valley Trading Estate in Gateshead, England, seeking greater manufacturing opportunities. However, despite the admiration their vehicles received, Holland Coachcraft struggled commercially. The highly specialised and labour-intensive nature of their products made them expensive to build, limiting demand. As Europe moved towards war, buyers increasingly favoured practicality over stylish design.

By 1940 the company had entered liquidation and ceased trading. The outbreak of the Second World War effectively ended any market for such elaborate commercial vehicles. Although the company existed for only a decade, its influence on commercial vehicle design remains significant.

Today, no full-sized vehicles built by Holland Coachcraft are known to have survived to date. Holland Coachcraft vans are remembered as some of the finest examples of Art Deco automotive design. Photographs of their streamlined laundry vans continue to fascinate enthusiasts, and scale models produced by Dinky Toys have become sought-after collectors' items. As no original vehicles are

known to survive, it makes their legacy more remarkable.



A rare Dinky Toy of a Holland Coachcraft van was auctioned in June 2021. Considered to be in good condition for its age the auction estimate was £200-£300. It sold however, for £180.

Still a lot of money for what you can see in the picture.

Baz Haughton

My name is Bond.....

The history of Bond Cars, originally known as Sharps Commercial, a notable microcar manufacturer from the 1950s and 1960s. Founded by Lawrence Bond in northern England—a region famous for small car makers like Reliant and Peel—Bond aimed to design an affordable, practical two-seater for local errands, meeting postwar demand for economical transport.

The first model released was the Model A in 1949, a three-wheeled, trident-shaped vehicle powered by a 122cc Villiers motorcycle engine mounted on the front wheel. It used cable-based steering, had no doors, featured a Perspex windscreen, canvas hood, and lacked rear suspension. A Deluxe version soon followed with a more powerful 200cc engine. Late 1950 saw upgrades such as a glass windscreen and improved rack and pinion steering.

In 1951, the Mark B arrived as an updated Model A with rear suspension and a hydraulic front shock absorber, retaining the 200cc engine. Both early models were known for their long “noses” reminiscent of tractors, despite their small engines. The company also produced commercial vehicles like the Sharp Minitruck and Minivan at this time. The Model C debuted in 1952, boasting flush headlights, a better engine mount, and braking on all three wheels, followed by the restyled Model D in 1955.

The Model D introduced an electric starter and moved from a 6v to a 12v electrical system, eventually adding a four-speed gearbox. In 1957, the modern-looking Model E appeared with brake lights, a dashboard, and turn indicators, still using the 200cc engine.



1960 Bond Model F

In 1960, the Model F launched with a larger 250cc engine. Variants included the Family Saloon, Tourer, and Coupe. The last true microcar, the Model G, arrived in 1961 inspired by the Ford Anglia, bigger wheels, and an optional twin-cylinder engine. Production continued until 1966.

Bond expanded its range in 1963 with the Equipe—a Triumph Herald chassis enhanced with Bond bodywork and Triumph Spitfire engines. Later models included the GT4S, upgraded in 1967 with a 1300cc engine, and the 2-litre GT based on a Triumph Vitesse chassis. The Mark 2 Saloon and convertible followed in 1968, maintaining close ties with Triumph.

The microcar lineup ended in 1966, replaced by the 875, a fiberglass three-wheeler with an 850cc engine sourced from Rootes Group. The Mark 2 875 was restyled in 1968, but that year proved difficult for Bond when the company changed hands and later failed a management buyout.



Bond 875 Van

Reliant acquired Bond in early 1969, moving production to their Tamworth factory. With similar offerings like the Regal and Robin, Reliant phased out the 875, introducing the Bond Bug 700E—a futuristic, tangerine-coloured three-wheeler with a unique canopy door and sporty design, available until 1974. The final versions used a 750cc Reliant motor, marking the end of the Bond name, as Reliant's own models took precedence.

Bond was recognised as an innovator, producing scooters, watercraft—including the Scooter Ski, an early jet-ski concept—and even a powered unicycle. Although clever, some ideas failed to find a market. The Scooter ski did make it to market but not in the way one would imagine.



The Scooter Ski was really a Reliant venture with Scooter Ski (Sales) Ltd. of Victoria Road, Draycott, Derbyshire. It has been included as the first batch were all built by Bond at India Mill in Preston. Eight feet in length and with a beam of three feet

six inches, the Scooter Ski was powered by a 185 cc Rotax single cylinder light alloy two stroke engine. A pair of motorcycle type handlebars incorporating the twist grip accelerator steered the ski by a rudder in the forward section. A self-winding recoil rope was used to start the engine, and a centrifugal clutch allowed the Scooter Ski to remain stationary in the water.



It appears all Scooter Skis had a white hull with a yellow upper deck and a green tinted screen. Retail price is quoted as £269.00 ex-works. The prototype was built at India Mill in

July 1969 and production commenced two months later in September. The Scooter Ski stayed in Preston until August 1970 when the factory closed, and production was transferred elsewhere.

However, delving a little deeper it appears that an American inventor, Clayton Jacobson !!, is stated to have been the brainchild further developing the idea that were first built in Europe, with the introduction of the Bombardier Sea-Doo. Kawasaki finally reached an agreement with Sea-Doo and introduced the first commercially popular Kawasaki J400 Jet Ski in 1973. 200,000 models were sold and that started the jet ski craze.

Images from OldClassicCar.co.uk, Car-From-UK.com and Wikipedia.

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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



2026 Events

July

18/19th 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

August

1st Chiltern Run

A new day run for 2026 starting and finishing at the Mursley Farm Shop with a cream tea. This circular run will take in many interesting villages and places, including some you may have seen on TV.

For more details - Contact: pete.joyner@ovitts26.com

15th Display at The Capel Show, Surrey – “*Booking Closed*”

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

6th Wings, Wheels and Water Run Herts. & Beds.

A new event for the calendar to be run jointly with North West London Group. Starting near Codicote, it will head north to finish at The Shuttleworth Collection near Biggleswade.

Contact: markbrumwell@btopenworld.com

11th – 13th - Retro Run, Surrey

This year's weekend will be based in the south at The Frensham Ponds Hotel in Surrey and will once again offer two daytime runs, plus evening entertainment.

Contact: maddy.grubb@gmail.com

October

3rd Midland Meander North Cotswold Tour

A circular run around the north Cotswolds, starting near Evesham.

Contact: gillianfigures66@gmail.com

Quote

"The quality is remembered long after the price is forgotten." - Sir Henry Royce

Go on, have a laugh.

The postman put a letter through the door, that had 'do not bend' written across it. When I saw it, I thought 'how on earth am I going to pick it up then?' 🤔🤔



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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.

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