

The Squeaky Wheel

Issue 63

JANUARY 2024

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NEC 2023



Trip to Normandy June 2024.
More details inside

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Boundless website
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**Classic Vehicle
Group**

boundless.co.uk/CVG



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Introduction from

Bernard Ward, Chairman



Welcome to our first Squeaky Wheel of 2024, and the first thing I should do is to hope you all had a very Merry Christmas and wish you a Happy New Year.

Barry has taken over the production of this most valuable means of communication and the transfer from Dave was seamless, so, I must wish Barry good luck with getting the articles in on time and to Dave for his sterling efforts of the last few years.

The only report for this final quarter of the year that we have for you describes our attendance at the annual Lancaster NEC Classic Car Show, where we were able to say hello to many members who ventured onto the stand and who were rewarded by gifts of some Centenary merchandise that we had a healthy supply of, courtesy of Member Communities at Brighton due, in part as this was the last major live event of the Centenary year and 'everything must go'. Looking back on the year, we contributed to that major landmark in our own small way by badging our events with the Centenary logo and providing a backdrop of our classics at the Old Warden gathering in the summer.

So far this year your classics might already have emerged from their garages, barns or covers (in my case) to appear at the various New Year's Day meets around the country, some experiencing some quite miserable weather this year. Our own first event of 2024 was Allan Goddard's New Year Run in the Oxon/Berks area, where the rain clouds had gone away but there was still plenty of water about.

Secretary Dave sent out an e-shot before Christmas asking if anyone fancied helping out with some event organising outside of our regular southern based activities and offering a get together to go through the arrangements necessary to put on a run, or attend an event with CVG banners to raise the profile of the group in pastures new. Not much response to that so far but still time to let us know if you fancy running something with the backing of our committee and, of course, with the support of fellow CVG members taking part and maybe forming new friends in the process.

The Cars the Star article this time is from Ian Ginn, thank you Ian for sharing your story about your rather innocent looking Volvo with the big secret under the bonnet!

Next up for classic car groups countrywide is the Drive It Day in April, a great initiative brought about with the help of the FBHVC and we are playing our part with our run which should, I say should, be blessed with better weather than we have had in recent months.

I hope to see you out and about at some of our events, sorry no more Centenary mugs to give out, but welcoming arms from our committee and fellow members will help to make 2024 another enjoyable Classic year.

Take care all.

Bernard

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

Club member, Pete Cresswell, holds regular classic car meets at The George and Dragon, Meaford Road, Stone, ST15 0PX; to which CVG members are invited to come along.

For info, dates and times, email Pete at: pete.cresswell.t21@btinternet.com

Committee

Chairman: Bernard Ward bernard.ward3@btinternet.com

Secretary: Dave Rosher daverosher@gmail.com

Tel.: 07724 164576 (10am-6pm, Mon-Fri preferred – thanks)

Treasurer: Chris Laver chris@whitesands82.co.uk

Committee: Geoff Davies a6gcd@btinternet.com

Committee: Barry Haughton barry.haughton@sky.com

Committee: Allan Goddard allan.goddard@boundlesscommunity.co.uk

Technical Support

Deputy Club Leader: Pete Gregory pete.gregory@boundlesscommunity.co.uk

Please send copy for next issue by email to: barry.haughton@sky.com

By 10th March

The opinions and recommendations expressed in this newsletter are those of the individual contributors and are not necessarily those of the Editor, the Classic Vehicle Group Committee, or the Civil Service Motoring Association Ltd. (Boundless by CSMA).

You have received a copy of this newsletter because you have previously given your contact preference details to Boundless by CSMA, Classic Vehicle Group (CVG). We respect your privacy and if you no longer wish to receive further copies, or information about CVG events, please notify the secretary; or email: membercommunities@boundless.co.uk

DRIVE IT DAY RUN

SUNDAY 21ST APRIL

Hants, West Sussex & Surrey



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

Our finish venue this year will be the Rural Life Museum at Tilford, near Farnham in Surrey. (Start venue tbc).

Come and join us on the what may be the first opportunity to get the motor up and running after the winter.

To register your interest email to: barry.haughton@sky.com

The Donington Historic Festival, 4th & 5th May 2024



For two glorious days, the Donington Historic Festival (DHF) offers a wealth of on and off-track entertainment for spectators, with two days simply jam-packed with world-class race action, track displays and parades, an open-access paddock and pit lane walks, a trade village, plus the presence of

hundreds of cherished classic cars in displays staged by dozens of car clubs. The event attracts a calibre of drivers that matches the calibre of cars, and past and present-day BTCC and Le Mans names are often seen on the entry lists.

The Classic Vehicle Group has once again signed up for the 2024 club package deal for 50% discounted entry including free car club parking in the infield.

“Early Bird” tickets available already offer a great saving on the on-the-gate prices. As registered club members you can enjoy an even more significant saving, as you receive a 50% discount off the price for all types of ticket.

When you book your club discounted tickets you will also need to request a free parking pass to join the CVG display.

Please note, only cars which are club-display appropriate are allowed into the infield, you will be asked to provide the car’s year of registration, make, model and registration number at the time of ticket booking. Club members who are not planning on arriving in a display car are able to park in the free general public car park.



See the official website for more detail and pre-discount ticket prices, [Donington Historic Festival Home - Donington Historic Festival](#)

Contact Geoff Davies: a6gcd@btinternet.com for club discount details and to register your interest.

Club discount applications close at 5pm on 21st April.

CVG trip to France 2024

Monday 24th June – Friday 28th June 2023

We invite you to join us on our annual jaunt abroad for a tour to Normandy. The trip is being planned with our Boundless partners, Brittany Ferries. We will be leaving on the 8:30 crossing from Poole to Cherbourg, a relaxing way to begin a few days of sightseeing arriving in Cherbourg at approximately 2pm and after disembarkation we have a steady drive through Normandy to our hotel.



Situated in the heart of the Normandy Beaches, accommodation will be at The Ibis Hotel, Port en Bessin, Normandy. Regrettably, double rooms only at the moment. We will return on the 16:30 ferry from Cherbourg, arriving back in the UK at approximately 21:30 UK time. (all times to be confirmed)



You will be at liberty to explore the D-Day landing beaches, visit the famous Pegasus Bridge which was freed by the British 6th Airborne Division glider unit and the first house to be liberated now the nearby Café Gondree. Other important historical sites such as Sainte Mère Eglise, Pointe du Hoc,

the military cemeteries and Bayeux with the museum of the Battle of Normandy. Arromanches has the remains of the artificial Mulberry Harbour, which played an enormous part in the largest seaborne invasion in history, and you can visit the Musée du Débarquement, which depicts the construction of the port. Or take an amazing journey at the very thought provoking Arromanches 360 Circular Cinema, which retraces the first 100 days of the landings. It will also give

you the opportunity to visit the brand new memorial unveiled in honour of the British troops who died at D-Day and the Battle of Normandy. This incredible,

temple- like structure with 160 stone columns sits atop a hillside overlooking Gold

Beach. While you're there why not try the delicious food and drink that this area is famous for which includes cheese, apples, cream and of course Calvados.

The cost per car will be £676 and includes return ferry crossing and bed and breakfast accommodation.



A local tourist tax may be levied at the hotel, which is not included in the price above.

If you wish to join us email me at barry.haughton@sky.com for an entry form.

Entries are still invited but may be subject to availability and price change

Event Reports and Photos

Lancaster Insurance NEC Classic Motor Show



After several years in Hall 1, our stand this year was located in Hall 3, where we were in the company of several British Marque clubs and classic car dealers, rather than with the big guns of Mercedes, BMW & Porsche of previous years.

Most present agreed that this was a good move and we enjoyed plenty of footfall over the three days including being able to welcome well over 100 Club members to the stand. (I hope you all got your mugs home safely...!)

Joselyn, Kadie & Nick from the Member the Communities team in Brighton were there bright and early on Thursday morning to set things up for us and, by late afternoon, when all three display cars and the motorbike were in place, all that was needed was to make sure the kettle worked...!

As well as the vehicle owners and several other committee members, for the third year running we also enjoyed the company on the stand of our new Association Chair, Gerard O'Sullivan.

With 2023 being the 100th Anniversary of the CSMA, it was only fitting that we had a motorbike from 1923 in our display. Scott Palmer was able to oblige with his 247cc Sun Villiers; typical of the kind of machine those early pioneering members might have been riding in the formative years of the club. It certainly drew plenty of interest, as did the accompanying Audi, Marcos and Pilgrim Cobra, in their striking primary colours of red, yellow and blue.



As well as welcoming many familiar faces, it's always nice to see plenty of new ones, as well as a few who haven't been around for some time, including a navigator from one of the cars of the SE London Group, 1972 CB Rally winning team.

Thanks to everyone involved in making it yet another successful Centenary Year Event.

Dave

Report on the New Year Run

7 January



Allan Goddard is not known for giving in, and this was certainly true when it came to his New Year Run.

For this event he planned it well in advance and had the route and all the venues sorted well before Christmas. Then came the December deluge when it seemed to rain non-stop and then carried on into January. Flooding, trees down, it demanded a route check the week before and a revised route was necessary, which meant that the intended stop-over at a classic car museum had to be cancelled. But the rains continued and more flood warnings were issued, which were likely to affect the revised route.

This meant that, while us entrants were waking up and thinking about breakfast on the day of the run, AG drove round the route yet again and discovered much of the second half now impassable. This meant a further modification to the route but no chance to change all the roadbooks in time to issue them at the start.

All this was unknown to us as we arrived around the start venue, a very accommodating hotel just off the M40 at Aston Rowant in Oxfordshire. There was time to greet old friends, and new, and tuck into any breakfasts that had been ordered, including very challenging bacon sarnies, before the customary drivers' briefing when we learned about the problems found en route. Fortunately the first half of the road book was still valid so we set off, at our regulation one minute intervals (in theory) and took ourselves off into the Oxfordshire countryside to enjoy some splendid scenery, as it had stopped raining by then, climbed up onto Bledlow Ridge and looked forward, as we headed south, to experiencing the newly created 20 zones that South Oxfordshire had introduced. Winding our way through some wonderfully named villages such as Toot Baldon we headed for our halfway halt at Shillingford, the hotel just over the narrow bridge and by the River Thames. This was where we saw the vast amount of water that the river was having to carry, and the overtopping of its banks.

AG had a devious plan to keep us occupied after we had polished off our coffee and biscuits as the second half was to be somewhat shortened and our finish venue couldn't take us until half past 3. Dingbats was the solution, teams of two puzzling over strange diagrams until the penny dropped. By then AG had a new

route for us, explaining a diversion that took us along some main roads until we could rejoin the road book part way along.

This worked well and, apart from a couple of crews who decided to have an early bath, we once again enjoyed the hospitality of the Cobbs Farm Shop and garden centre, which had stayed to stay open just for us. After many sandwiches, cakes and cups of tea we were treated to another of AG's quizzes which, to be fair, was great fun and tested our memories as well as our brain cells.

All over, done and dusted by 5 o'clock we said our thank yous to one and all, gave a much deserved round of applause to AG and went off to see if we could find our cars in the (very dark) car park.

Bernard Ward

Curtis-Bennett and RAC Rally Booklets

Those of you who remember back to the days of the Curtis-Bennett Rally, as well as the CSMA Team involvement with the RAC Rally of Great Britain may well be interested in two publications that are now available to view in PDF format.

The first is entitled: **A Short History of The Curtis-Bennett Rally, 1935 – 2007**. Compiled by Alan Smith in 2011, it is based on earlier research by Peter Donovan & Peter Jones and contains 100 pages of information, results and photos from across the years when this rally was the premier event in the CSMA Motorsport Calendar.



The second is entitled: **Rally Team CSMA**, A 58 page record of the CSMA members who competed and serviced in the RAC Rally of Great Britain from 1962 to 2001; compiled by Alan Thurbon and Alan Smith in September 2023.

Both are now available to download from the CVG and Motorsport pages of the Boundless website – or, contact me and I will email you a copy direct - **Dave**

The Car's The Star - 1996 Volvo 850R

All My Cars Must Be Red (or black even...?)

It was love at first sight while at Brands Hatch in 1996 with my wife. As we walked in the paddock (you could do that then with no extra charge) I

spotted a brand new show car the 850R red saloon alongside the TWR race cars. Yes, love at first sight but at £33.550 it was more than our mortgage.



At that time I was driving a 1972 Volvo 142 DL, a rare model having been imported into England from Cyprus by an American air force pilot. Yes, a 142, 2 door saloon right hand drive with fuel injection, overdrive and manual gearbox. This American did not like auto boxes - hard to believe!

In 1991 Peter Horbury, (1950-2023) was involved in revolutionising Volvo's image. He introduced Tim Walkinshaw of TVR fame to the management to formulate a BTCC race programme race program.

In 1994, Tim having been successful in previous years with saloon car racing rose to the challenge asked by the big Swedish car manufacture. This led to the rise of the 850 sport saloons and estate cars. The C70 coupé and cabriolet followed in 1998 leading to a new era where Volvos were no longer square and unattractive.

With his help he produced the first estate cars to go racing on the track, these however were rendered uncompetitive when the FIA allowed the use of aerodynamic aids.

In 1995 TWR built and ran the works 850 saloons with six wins and five wins in 1996 and just one win in 1997. In 1998 however with Rickard Rydell driving alongside new recruit Kelvin Burt, Volvo won the British Touring Car Championship outright.



The engines TWR used are the normal 5 pots with high pressure turbos. These engines are the ones Ford used in the MK 2 Focus RS, which in standard form, when bought new, run 300 BHP. Many big tuning firms get outputs of 350 to 500 BHP with steel internals from the Volvo engine that was designed and built in house in Sweden.



In 2000 while reading the Exchange & Mart in my lunch break what did I see for sale but my lost love at £19995. Red, manual, black interior just immaculate only 29,000 miles and one owner. A deposit was placed over the phone and a test drive was organised for 9pm Saturday morning.

I took photos all around the car so I could see if any bits had been re-sprayed, you know what red is like. Checked the photos out on my computer when I got home. All showed the same colour, no mismatch and the deal was done over the phone that Saturday. Until 3 years ago it was my daily driver, clocking up a total of 176,500 miles, but I have to insure it as a classic now with 5000 miles maximum in any one year.

Details of my 1996 850R manual saloon are as follows: One of about 500 saloons built in order to comply as a production model available to the public to buy in order to race in the BTCC. Produced in saloon form running 250 BHP or automatic running 225 BHP due to the limits of the auto gearbox. Manual

versions could be bought with the Swedish Rica upgrade giving 300-310 BHP, which mine is. These were one hell of a motor in 1996, which is why the police used them on the motorways due to their speed and acceleration. 0-62 mph in 6.7 seconds and a regulated 155 MPH top speed.

The police cars were not regulated and it's not known as to what top speed they ever got out of theirs. Due to the front rotors deemed inadequate by the police, they had AP 6 pot racing callipers fitted with 380mm drilled and vented rotors. I had these fitted about 2 months after buying the car.

My daily driver is now, yes, a red C70 Fixed Head Coupé 2002 vintage as the number plate states. Another rarity on the roads with only 112,000 miles on the clock.

Ian Ginn



As a postscript, I thought you might like to see what could be my future Volvo classic. Still 2 doors, it's running stage 3 Rica giving 298 BHP and 347 Ft Lbs torque, a little too much for the clutch, so a job for the winter months.

Here at Brighton Speed Trials, ready for a nice run along the seafront - ***Ian***

Member Communities Communique

For those of you out there who would like to keep up to date with a wider range of Club matters and member activities, as well as events some of the other interest and local groups around the country are running, the above monthly publication is available to download from any of the interest group pages on the Boundless website at: www.boundless.co.uk

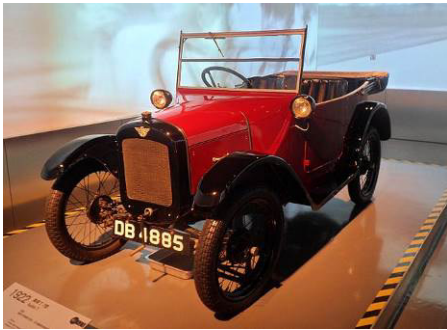
What is a classic car?

History of the 'classic car'.

The history of classic cars is a fascinating journey through time, filled with innovation, style, and iconic designs that have stood the test of time. These vintage automobiles are more than just vehicles; they are symbols of a bygone era, capturing the imagination and admiration of enthusiasts.

The origins of classic cars can be traced back to the late 19th century when the car industry was still in its infancy. The invention of the internal combustion engine revolutionised transportation, and manufacturers began producing cars

on a larger scale. However, it wasn't till well in to the 20th century that the concept of the classic car as we know it today started to take shape.



During the 20's and 30's, carmakers introduced the range of luxurious and stylish cars that would later be considered as classics. These cars were often handcrafted with intricate designs, lavish interiors and powerful

engines. They were a symbol of wealth and prestige, owned by the elite of society.

As time went on, classic cars became more accessible to the general public. The post world war 2 era saw the rise of some of the most iconic models as the designs became more sleek and then, overtime, more rare. Classic cars are not just ordinary vehicles; they are a part of our history on wheels. These timeless vehicles have a unique charm and appeal that sets them apart from



modern day cars. Owning a classic car is like owning a piece of our industrial history, whether its an Austin 7 from the 30's or a Chrysler Avenger from the 70's, a reminder of when the car industry was hampered by industrial action, a reminder of our industrial history.

One of the defining characteristics of a classic car was its age. Nowadays, a car over 40 years old can be entered on the historic register. However, is 40 years of age for a car the true test of being a classic? Maybe, the word 'classic' is too widely used nowadays to mean anything.

Another important aspect of a classic car was its historical significance. No one needs to be told of the historical significance of the Ford Model T for example.

Classic cars come in various shapes and sizes catering to different tastes and preferences, and owned for different reasons. Investment in a rare classic car that rarely sees the light of day to the everyday 'classic' that can still be a daily driver. A classic car may have a more personal significance, a car that prompts a memory from the past.

So, what is a classic car? Well, it depends on what definition you want to use and that has changed through the ages. If you are a stickler for the correct definition then a classic is described as being between 20 and 40 years old. However, if we do not look after our current "old" cars then in the years to come we will have lost the next generation of classic cars. I suppose a Tesla will be a classic in years to come. I wonder what we will be driving then?

Baz Haughton

Triumph TR6

The Triumph TR6 is a classic sports car that was produced by the Triumph Motor Company from 1968 (model year 1969) to 1976. It was part of the TR range, which was known for its stylish design and performance capabilities.

The TR6 featured a 2.5-litre straight-six engine and was available as a two-door convertible. Its production started in 1969 and continued until 1976, with more than 90,000 units being produced. The early CP commission numbered cars used Lucas mechanical fuel-injection as did the TR5, producing 150 BHP with 164 lb-ft of torque.

The TR6 was particularly popular in the United States, with the majority of the production being exported there. With 4 wheel independent suspension, rack and pinion steering, front disc brakes and an observed 109mph top speed made it a worthy sports car player of the day.



As at Q3 of 2023 in the United Kingdom 4200 remain licensed with a further 1200 registered as SORN.

The TR6 is seen as a classic car due to its timeless design, powerful performance, and significance in automotive history. Despite not being ground-breaking or revolutionary, the TR6 had a wide and modern appearance. Although Giovanni Michelotti designed the earlier TR models it was Karmann in Germany that put pencil to paper for the TR6. While the bodywork was mostly new, many of the mechanical components, including the frame, suspension, and engine, were carried over from earlier Triumph models. The TR6's classic status also stems from its longevity, as it remained in production for a relatively long time compared to other Triumph two-seaters.

Today, the Triumph TR6 is highly sought after by collectors and enthusiasts. Its iconic design, fun driving experience, and availability of aftermarket parts contribute to its status as a classic car.

Overall, the Triumph TR6 is renowned for its combination of style, performance, and historical significance, making it a classic car that continues to capture the hearts of automotive enthusiasts.

Baz Haughton

2024 Events

April

21st Drive it Day Run, Hants/West Sussex

We shall once again be joining in with the FBHVC's national event in aid of the "Childline" charity, with a tour around the Hampshire, Sussex & Surrey countryside.

Contact: barry.haughton@sky.com

May

4/5th Donington Historic Festival, Leics.

We shall once again have a Club display area during the weekend for this popular event and the discounted booking code will soon be available.

Contact: **Geoff Davies:** a6gcd@btinternet.com

June

2nd Dorset Delights Drive

After a successful first event, this run moves to an earlier slot in the calendar and will explore more of the county's scenery.

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

24-28th Monday to Friday trip to France

A 4 night break with Brittany Ferries to Normandy to visit the sites of the WW2 Normandy Landings. More details from -

Contact: barry.haughton@sky.com

July

13th Wallop Wings and Wheels, Hampshire

CVG have once again been invited to have a display area at this Museum of Army Flying event.

Booking details will be available at:

<https://armyflying.com/what-s-on/events/>

21st Cream Tea Caper

The title speaks for itself and this is always one of our most popular summer runs.

Contact: allan.goddard@boundlesscommunity.co.uk

August

3rd Display at Coolings in The Meadow, near Sevenoaks, Kent

After another very successful year, CVG members are once again invited to this friendly display held in aid of St. Christopher's Hospice.

Contact: miketwomey2@gmail.com

17th Display at Capel Classic Car & Motorbike Show, Surrey

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

18th Windrush Run

A full day run around the roads of Oxfordshire and the Cotswolds.

Contact: derrickholden72@gmail.com

September

13th - 15th Retro Run,

This popular weekend will once again offer two daytime runs, plus evening entertainment

Contact: malcolm.grubb@gmail.com

21st/22nd (provisional) Display at The Sywell Classic, Northants

A new event in our calendar for 2024, which features classics both on the ground and in the air.

Contact: tba

29th Weald of Kent Run

Returning to Kent after several years absence, we will explore the varied landscapes, small towns and visit some interesting places in this "Garden of England".

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

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

CVG DISPLAY AT: COOLINGS, KNOCKHOLT

Sunday 4th August 2024, 9.00am – 1.00pm

With over £13,000 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. The “Jazznights” trio will also be playing in the meadow between 11.00 & 12.00pm

**Entry is by £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
<https://www.justgiving.com/fundraising/charity-carshow>



020 8768 4500
stchristophers.org.uk

@StChrisHospice



St Christopher's is a registered charity (210667) - Company limited by guarantee in England - Registered office: Sydenham site as above



****Entries Close in June, or earlier, once event is full****

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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