

# The Squeaky Wheel

Issue 66

October 2024

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**Caen Hill Locks on the  
Windrush Run**



**Blue skies at The Capel Show**

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**Classic Vehicle  
Group**

[boundless.co.uk/CVG](https://boundless.co.uk/CVG)



**boundless**  
BY CSMVA

# Introduction from Dave Rosher, Chairman

Welcome to the autumn issue of Squeaky Wheel.

The eagle eyed amongst you will no doubt have already noticed a change of name at the top of this page; as after 17 years at the helm, Bernard has decided that now is the right time for him to step down from the role of Chairman.

On behalf of the committee and I'm sure, all CVG members, I would like to thank him for all the work he has put in over the years.

His knowledge and experience of all things CSMA since the 1970's has been invaluable in contributing to the success of the group within our Club.

Hopefully he will continue to join in with our events whenever he can, so keep an eye out for that distinctive yellow SLK...!



Onto events now – and after a busy summer, this edition has several reports from the various runs and displays that have taken place since July. Fortunately, most of them seem to have been blessed with good weather.

As most of you are aware by now, we will no longer be having a display at the NEC show in November but I'm sure many of you will still be going along and I have been getting a few emails with discount codes in them. Using "EM29" should get you a £2 discount and if you are a member of a one make car club that is exhibiting, they should have their own unique code that will get you an even better, £4 discount.

Our "Coach is the Star" article gives an interesting insight into the history of both the manufacturer, and the life, of this infamous vehicle.

The 2025 calendar can be found towards the back, although some of the dates are still provisional but for those of you who like to get your own calendars sorted early, they should all be firmed up in time for the January issue.

Along with old favourites, you will notice there are a few new ones in there, which we hope will attract more members from beyond our mainly southern based ones.

I'll sign off for now and look forward to catching up again in the New Year.

**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 except December at:

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

For more details and dates, email Geoff at: [a6gcd@btinternet.com](mailto:a6gcd@btinternet.com)

### North Staffs & Stone Classic Car Group –

**\*\* Please note - Change of Venue \*\***

From October 7th, club member, Pete Cresswell's regular classic car meets will no longer be at The George & Dragon but will now be 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](mailto:pete.cresswell.t21@btinternet.com)

### Committee

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Send copy for next issue by email to Baz Haughton by 4<sup>th</sup> December 2024

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## Event Reports and photos

### Normandy 2024

24<sup>th</sup> – 27<sup>th</sup> June

So they say things come in threes. On the Saturday morning, I was fighting to fix a headlight problem on the MG and on the Sunday morning my new grandson arrived 5 weeks early, ruling my wife out of coming with me.



Then on the Monday morning, going from my Poole hotel to the ferry port, my boot lid wouldn't stay shut! At the Port I finally met Barry and Marian face to face who had organised everything for us, but no one had any tools. Fortunately, I managed to figure it out to avoid spilling the contents of my wardrobe all over Normandy.

Brittany Ferries were very helpful keeping us all together as we arrived one by one, and we soon had an eclectic selection of cars (and enthusiasts) lined up. The only no show was a TVR which had broken down a few days before, but Colin and Amanda just brought their regular car rather than miss out. Boundless had organised a journalist and photographer and Brittany Ferries allowed them to photograph us getting on and off the ferry, and we were first off.

In the trip down from Cherbourg we followed (or tried to!) our oldest car, a 1936 pre-war British Salmson which most of us had never heard of before. A bit like a scaled-up MG TC, and all British even with its own Salmson engine. A few of us stopped at our first landing beach, Utah, for a look around before heading to the hotel.



The good thing about the trip was that over the next four days we could do anything we wanted to individually or get together in groups – no tulip books or

slow convoys! Barry was worried that this meant we might not gel as a group, but we did that before we even got off the ferry!

On the first evening Major George Bacon ex-Army Air Corps and RAF, gave us a very interesting talk on Operation Overlord, and a few of those little-known facts that always come in handy at quizzes. We broke up into smaller groups, so as not to scare the locals, and sauntered out into the town which was just across the harbour from our comfortable and friendly Hotel Ibis at Port-en-Bessin, situated bang in the middle of the Normandy landing beaches.

The next day, Tuesday, was a bright and sunny start and a large group of us followed Leon and Lewis, the magazine team, to a quiet stretch of road to get some 'action' shots. After we parked up and had a full safety briefing, and with Lewis the photographer harnessed in the back of the photography estate car with the tailgate open, we took turns to go for a 'run', in groups of two or three following the instructions of the photographer to get some cool shots. It was very interesting to do if you have never been involved with professional car photography before and everyone enjoyed the experience.



Then it was off to the new British Memorial which was quite spectacular with all the black life size silhouettes of those we lost, which evoked feelings that were difficult to put into words.



A few of us then set off for Pegasus bridge for a spot of late lunch at the Café Gondree and a look around the museum that most of us had never seen since the old bridge was removed for display. The day was finished off with another convivial meal at one of the fine selection of restaurants offered by Port-en-Bessin.

Wednesday was another bright and sunny start, and we followed different tracks, occasionally bumping into each other along the way. I started with the Longueville Battery, an impressive part of Rommel's 'Atlantic Wall', with incredible views from Le Havre all the way across to the Cotentin Peninsular and inland to Bayeux. You could clearly see the remains of the Mulberry Harbour at Arromanche. This was the only battery with the original guns in place. A stop at the Juno Beach Museum followed and a lunch in Courseulles-sur-Mer, led me towards one of my highlights, the radar station at Douvres where an original Wurzburg and ops room are preserved. Having spent 3 years up a mountain in Cyprus when in the RAF, it was remarkable how little the basic technology changed, and it brought back some good memories. I finished the day off with the D-Day Wings Museum in Caen, which probably needs to be renamed the D-Day 'Crashed' Wings as the majority of the exhibits were remains of some very rare aircraft. Still, I got to sit in a Spitfire!

Thursday was our last full day and so far without incident. A bit cooler so I started with the roof up, but by the time I got to the British Military Cemetery and Museum of the Battle of Normandy in Bayeux, it was time to get the sun cream out and the roof down again! Taking the long way round to Omaha Beach, I first stopped at Vierville-sur-Mer, where there is a large section of Mulberry Harbour preserved on land from the second Mulberry Harbour that was destroyed by the big storm, abandoned, and never finished. Moving on to the Signal Monument and Omaha Beach Museum at Saint-Laurent-sur-Mer, it was time for a leisurely lunch in the sun. Final stop on the way back was the nearby long named, Museum of Civilian Life During and After the War, which had an amazing collection of everyday items collected over the years by the proprietors, who just loved to chat.

They saw my rally plaque and told me they had already seen a green Triumph (Barry) that day. That evening we walked into town as a group for a final meal, wondering if we could find a restaurant to take us all. We asked the waitress in one of the restaurants we liked, and immediately she said 'of course – upstairs!'.



She frantically moved the tables around and we had a banqueting table on the 1st floor all to ourselves! We had a lovely convivial meal to finish off the stay at Port-en-Bessin.

The last and final day gave us plenty of time to head back to Cherbourg, so we had a loose plan to meet up at Sainte-Mère-Église on the way back for lunch. Firstly, I went to the huge battery at Maisy, which was only rediscovered in 2006. It had been covered over with earth and not properly recorded in the regimental record of its relievers. There are some conspiracy theories with missing Germans and the payroll that was stored there for the region, but nobody really knows why. There is still a lot more to uncover but they have dug out the original connecting trenches to walk in, so it gives you a good feel of the place. They have some guns in place of the correct type, but of later manufacture in Czechoslovakia. When I asked how they got them in there, the curator told me they had to fill in what they dug out, move them there, and dig it back out again!



After a detour via the Museum at Deadman's Corner, which I didn't go in as it was packed with schoolkids and tour groups, I headed off for lunch in Sainte-Mère-Église, where a few had a lazy afternoon in the cafe, while some of us went into the Church and the Airborne Museum. I interrupted the final run back to the ferry with a supermarket stop to top up on the French essentials, to have the first incident of our trip when a Frenchman bumped into the back corner of my MG in his car. With an imminent ferry and just a scuffed bumper, I decided to take it on the chin, so we shook hands and I left.

All in all, a really enjoyable trip, and as the only singleton there, I never felt left out. Huge thanks to Barry and Marian for organising it all, and I look forward to bumping into some of this merry band again at other CVG events. Well maybe not bumping.....

***Graham Clements***

## *Shelsley Walsh Classic Nostalgia*

*20<sup>th</sup> & 21st July*

The Boundless Classic Vehicle Group made its inaugural visit to the Shelsley Classic Nostalgia on the 20<sup>th</sup> and 21st of July this year.



We registered for club status giving CVG members the benefit of 50% discounted entrance tickets and a reserved parking area near the paddock. The offer resulted in 21 CVG cars being displayed over the weekend and 35 members

taking advantage of the discount offer.

For those of you who have never heard of Shelsley Walsh, here are a few facts:-

Opened in 1905, Shelsley Walsh, the Midland Automobile club's speed hillclimb course in rural Worcestershire, is the oldest motorsport venue in continuous use in the world, bar none. It is older than Indianapolis, older than Le Mans, older than Monza. And unlike any other car course that even approaches its age and standing, Shelsley Walsh is still being used almost without alteration.

It's not just the layout of the track that has remained the same. So, for much of its life, have the paddock shelters, the competitors' assembly area and the spectators viewing banks. The very atmosphere of a Shelsley meeting is something rare: in an era when commercialism and big business have swamped almost every other area of motorsport, Shelsley Walsh still stands for sportsmanship, hard-fought but friendly contests, and racing purely for fun.

The cars have changed, of course. When Shelsley began, motoring was in its infancy, and the crude bone-shaking machines entered took 80 seconds or more to climb the 1000 yard hill. Now the record is 22.37 seconds, held by Sean Gould, achieved in 2021 with his 3.5 litre Gould GR59 which produces 700bhp.

Down the years some of the greatest cars and drivers have appeared here: ERA and Raymond Mays, Auto Union and Hans Stuck, Mercedes and Caracciola, Bugatti and Bugatti, BRM and Wharton, Cooper and Moss. They all led the way to



today's super-sophisticated 700+ horsepower single-seaters, whose drivers exceed 140mph up the same narrow, bumpy little farm lane.

Several meetings are held during a competition year catering for all types and ages of vehicles including motorcycles, 3-wheelers and motorcars. The cars range from

humble road-going family cars through sports cars, special hill climb cars and every single seater racing cars imaginable.



The Classic Nostalgia, as the name suggests, caters for classic cars of all types. There was a total of 130 cars entered which included a Ford Anglia right up to a 5 litre McLaren M18 single seater. Between these there were classes for all types of sports and racing cars and a large class (25 cars) of classic rally cars.

For the full entry list see here:-

[Entry Lists & Results | Shelsley Walsh Hill Climb | Worcestershire](#)

This year's Classic Nostalgia meeting at Shelsley Walsh was set to be one of the best yet; in addition to a superb weekend of hill climbing there was also a sensational line-up of iconic cars and star drivers. Everything from thoroughbred Formula 1 machinery to rally greats and NASCAR beasts would be tackling the historic Worcestershire hill climb. There was a wealth of highlights for enthusiasts to enjoy. The sound of Formula 1 cars reverberated around the picturesque Teme Valley was bound to be a highlight.

The Hesketh 308 in which James Hunt won the 1974 International Trophy at Silverstone. This was joined by an ex-Michael Schumacher Benetton B192, which was demonstrated by its custodian Lorina McLaughlin, President of the British Women Racing Drivers Club. Designed by a team led by Rory Byrne and Ross Brawn, the B192 helped Benetton – with its ace driver pairing of Michael Schumacher and Martin Brundle – to finish third in the 1992 Constructors' Championship. It also provided Schumacher with the first of his 91 Grand Prix victories.

The historic Formula 1 area also featured the Tyrrell 011 that gave the Ford-Cosworth DFV engine its 155th – and final – Grand Prix victory alongside a Lotus 18 that was raced by American legend Dan Gurney on both sides of the Atlantic.

Former BRM, Shadow and TWR-Jaguar designer Tony Southgate was in attendance and reunited with the Shadow DN9b that was raced by debonair Italian ace Elio de Angelis in his 1979 Formula One debut season. No doubt the most thunderous cars at Classic Nostalgia were the stunning line-up of ten NASCAR racers many of which participate in the Bernie V8s Series. They included a very special ex-Kevin Harvick 2007 Chevrolet that boasts race history at superspeedways such as Daytona and Talladega, as well as a race-winning truck from the Craftsman Series. The sight and sound of these powerful American machines being put through their paces in the heart of the English countryside was not to be missed.

Few people have dominated American motorsport like Roger Penske, and Classic Nostalgia also showcased a Chevrolet Camaro Z28 that “The Captain” entered in the Trans-Am series for his good friend Mark Donohue. With its Sunoco livery, the Penske Camaro has become one of the most evocative cars from that era of American racing. It was driven at Shelsley Walsh by Stuart Graham. British hero Graham enjoyed a lot of success in Camaros and took one to victory in the 1974 Tourist Trophy – making the former motorcycle racer the only person to have won post-war TTs on two wheels and four.

The Classic Nostalgia weekend celebrated 40 years of Prodrive, one of the most successful British race and rally teams of all time. A selection of their cars was demonstrated at Shelsley Walsh by drivers including company stalwarts David Lapworth and Paul Howarth. David Richards, Prodrive founder and chairman, said: “We’re very excited to have celebrated this milestone anniversary at Classic Nostalgia. Few motorsport venues are as atmospheric as Shelsley Walsh, and best of all is the fact that it will allow enthusiasts to really get close to these amazing cars. I’m incredibly proud of Prodrive’s continuing success in everything from rallying to sports cars and being able to share that during the Classic Nostalgia weekend will be very special.”

For rally fans there was a special treat because Swedish legend Stig Blomqvist, the 1984 World Rally Champion was there with his good friend, and ace engineer, Hans-Åke Söderqvist, who led Volvo’s motorsport programme during the 1980s. Crowd favourites Ralli 22, meanwhile, was also there in full force and on full throttle, showcasing cars from the flame-spitting Group B years to Group A and the WRC era, and there was also be a special tribute to honour Ralli 22 founder Steve Davies.

Mike Wilds was reunited with the 1978 Beaconsfield Toyota Celica that he raced in the British Saloon Car Championship. The ever-versatile Wilds has raced at the top level in Formula 1, Formula 2, Formula 5000 and sports cars, and recently

published his autobiography. He was signing copies of 'Life on the Wilds Side' during the weekend. Another former Formula 1 driver, Bob Evans, was also signing copies of his new book – 'Happy Lucky Days' (BHP Publishing). Lincolnshire-born Evans raced in F1 for BRM and Lotus and won the 1974 European Formula 5000 Championship against the likes of Peter Gethin, Brian Redman and David Hobbs. Evans and Wilds were joined at Shelsley Walsh by Stuart Dent, who was chatting about his memories of a life spent in and around motor racing and signing copies of his book 'Both Sides of the Barrier' (BHP Publishing). Dent went from sneaking onto F1 grids as a teenager to working for Autosport magazine, and Both Sides of the Barrier is part-biography, part-photo book, with his images capturing some of motor racing's greatest events and characters.

The Crosslé marque was celebrated with the last of the 5S sports-racers to be built, 60 years after that giant-killing model made its debut in a major international event – a support race for the 1964 British Grand Prix at Brands Hatch. They were joined by the rarely seen ex-Chuck Parsons Lola T160 Can-Am car to the fabulous four-wheel-drive Hepworth FF which the late David Hepworth broke the 30-second barrier at Shelsley Walsh in June 1971.

On Sunday, the popular Classic & Sports Car Concours returned to Classic Nostalgia. It was open to all cars built before 1985, and the judging was led by

motoring journalist and regular Shelsley Walsh competitor Simon Taylor. He was joined by John Mayhead, classic car valuations expert from Hagerty, plus Alastair Clements, editor of Classic & Sports Car magazine.



Four classes were judged: Pre-World War 2; 1949-1959; 1960-1985 Saloons; and 1960-1985 Sports/GT – plus a Spirit of the Day award for an entry that was not necessarily in top concours condition but was outstanding in its own special way.

If you were one of the lucky few who came to the Classic Nostalgia, I thank you for coming along and I hope you enjoyed your visit to Shelsley Walsh!

If you didn't get here this year, I hope you make it next year, it's worth coming. In fact, why not make a weekend of it; there are plenty of reasonable B&Bs locally.

**Geoff Davies**

## Coolings Display Sunday 4<sup>th</sup> August

Mike Twomey held his annual Classic Display in aid of St. Christopher's Hospice at Coolings Garden Centre, near Sevenoaks in August, which attracted around 100 cars. Amongst them were several CVG members and of those, Rod Peto was lucky enough to win first prize of a "Supercar Experience" in the raffle...!

Congratulations Rod, perhaps you can let us know how the "experience" went...

Make a date in your diary for next year's charity display on Sunday 3<sup>rd</sup> August.

### CVG DISPLAY AT: COOLINGS, KNOCKHOLT

Sunday 3<sup>rd</sup> August 2025, 9.00am – 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 £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](mailto:miketwomey2@gmail.com)

Show your support with a donation via the QR or <https://www.justgiving.com/fundraising/charity-carshow>



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# The Capel Classic Car & Bike Show

## Saturday 17<sup>th</sup> August

A fine sunny morning greeted everyone as they arrived for this year's Capel Show.



The cars ages ranged from last year's "Best in Show" winner; Mick & Sue Pepper's 1948 Triumph Roadster, to Vic & Elsa Millards's recently acquired 2003 Jaguar XK8.



As well as many of our regulars, we were pleased to welcome a couple of first timers to one of our events. John Gribble with his Davrian Mk8 and Geoff & Penny Woodfine brought along their 1956 VW Beetle



The theme of this year's event was, Scandinavian Cars, and CVG were able to oblige with two in our varied line up.

Keith & Viv Mc Gill's 1959 Volvo 122S and Ian Ginn's 1999 Volvo C70. Interestingly, as well as these two, 9 out of the 19 cars in our display were red...!



As well as over 600 cars, everyone was also able to enjoy the range of non-motoring attractions, such as live music, dog, flower and craft shows; as well as many stalls that make this friendly show a bit different to many others.



Thanks to all who attended and for making ours such a varied display, which included some rare and unique examples - and commiserations to Clive Harper whose Cobra had clutch problems on the way and had to return home.

Hope to see you all again next year...

*Dave*

## WINDRUSH RUN Sunday 18<sup>th</sup> August

Mid August is one of the CVG's busiest times for runs and shows and having attended our Capel display the previous day, we set off to Wiltshire having been attracted by the intriguing story of the White Horses, which formed the theme of Derrick and Ann's event



We arrived at the starting point, Sally Pussey's Inn in Royal Wootton Bassett in time to catch up with the last 2 or 3 entrants who like us enjoyed a cooked breakfast outside this excellent venue - named after its colourful 19<sup>th</sup> century landlady. Even this character would be impressed by the stylish improvements to her venue since then!



With no previous knowledge of these horse figures cut into the chalk, we set off to find them in beautiful weather - hood down all day. Apparently, they are relatively modern, the oldest being an 18<sup>th</sup> century creation.

Moving south we soon spotted the first horse at Broadtown as we climbed Marlborough Downs, and quickly found a second one at Hackpen and another at Pewsey commemorating the coronation of George VI. Much of the land around here is used for military training - and an interesting chalk figure of a Kiwi remains, cut into a hill by New Zealand soldiers waiting to be sent to France during the First World War.

A brief stop at the impressive Caen Hill flight of locks on the Kennet and Avon Canal brought us to the ancient wooden circle at Woodhenge (just off the A303) where we found several of our



fellow CVG entrants, before turning northwards to finish at the prehistoric Avebury stone circle – just in time for tea at the National Trust café.

A fascinating day with so much history right on our doorsteps, but rarely seen!

Many thanks to Derrick and Ann for all their efforts.

(photos of start venue and white horse thanks to John Iddles)

*Chris Laver*

## **Retro Run 2024** **Friday 27<sup>th</sup> – Sunday 29<sup>th</sup> September**

The Retro Run continues to be very popular with our CVG members and this year's 25<sup>th</sup> running of the event was based in Tiverton, Devon at the end of September.



Our entrants had driven from different parts of the country and the 24 cars assembled on Friday afternoon at the Hartnoll Hotel & Spa, Tiverton. We were very pleased to find that in spite of the 'not very promising' weather forecast for the

weekend, many of the 'classic' cars we were expecting had made the journey.

The crews collected their Information Packs including roadbooks and rally plates and while our "regulars" were enthusiastically catching up with each other, we were pleased to welcome our 'newcomers' and introduce them to the other participants, where the common passion for cars helps!

We traditionally have welcome drinks prior to dinner the first evening and everyone assembled in the small lounge area for the drinks served by the very friendly, young staff and then moved on to the private dining area.





After an excellent meal, we gave a short briefing to everyone to provide last minute updates for the following day. Malcolm and I had checked the route in case there were changes required, particularly as there had been so much rain the previous week. It was a very enjoyable evening, a good start to the weekend.



After a hearty breakfast and a group photo outside the hotel, the cars were 'flagged off' to begin their drive.



Saturday's route headed into Somerset for a stop at Bishops Lydeard Station which is the start of the West Somerset Heritage Railway line that travels along the Quantock Hills to Minehead. Unfortunately, the first train of the day had already left but there was an interesting museum at the station and plenty to see.



The route headed into Exmoor and on to Cleve Abbey, Dunster Castle and Gardens, Dunster village and Porlock Weir. Although the route took the cars along

the scenic Toll Road out of Porlock to the A39 and then back across Exmoor, several of the crews decided to drive up the challenging, infamous Porlock Hill, the steepest A road in the UK approaching 1 in 4 in places. Our drivers enjoy a challenge!



As everyone arrived back at the hotel, there were many tales of experiences during the day including- taking the wrong toll road paying £3.00 and then another £3.00 to do the right road, a journey on the railway and visit to a

different station, a tour of Dunster Castle, Cornish pasties in a café in Dunster and many more.

Another traditional part of the event is the (optional) fancy dress at Saturday evening's dinner. This year's theme was 'Typically British' resulting in an amazing, ingenious range of costumes.



Individual winners

We asked the restaurant manager to judge the competition and he agreed with much enthusiasm and said that he would involve all the waiting staff in the task. The evening continued with a fun quiz following the British theme, organised by Derrick and Ann Holden.



Winning couple



There was a more relaxed start to Sunday morning before the crews headed off to drive as much of the lovely open roads and see the beautiful scenery before the expected rain arrived.

Winning Quiz team

The places to visit on the route were Dulverton, Lynmouth and Lynton with its Cliff Railway, the beautiful Valley of the Rocks, the Quince Honey Farm and South Moulton. The National Carriage Museum at Arlington Court was on the schedule, but the crews reported that the site was closed due to high winds when they arrived.

On the drive back to the hotel, crews encountered the hazards on the road which they had been warned about!



The event finished back at the hotel for a cream tea and the result of the fun photo quiz. We had some very eagle-eyed crews, as 5 had all the answers correct but after a tie-break question, the winners were James & Louise Parker.

The staff at the hotel were complimented for being friendly, welcoming, polite and obliging and this certainly contributed to the success of the weekend.

We are very pleased that our participants enjoyed the weekend and mentioned the great company, warmth and friendship, great atmosphere, and the camaraderie between members. All helped by having a plethora of driving enthusiasts. The wonderful Exmoor roads were very much appreciated.

So, where will we go next year?.....

***Madeleine Grubb***

## Weald of Kent & East Sussex Run

*Sunday 29<sup>th</sup> September*

A big thank you goes out to Chris and Shirley Laver who organised the last single-day event of the CVG year, the Weald of Kent & East Sussex Run on Sunday 29<sup>th</sup> September.

Not only was it an interesting drive, but they also even arranged for some wonderful autumnal weather which was very welcome after the heavy rain of the previous week.



The event attracted a very high-quality entry, including 3 Austin Healey 3000s, an E-Type Jaguar Coupe, MGR, Porsche Boxster, an early Triumph Vitesse through to various moderns standing in for classics avoiding the weather! Sunday dawned fine and dry in West Kent and the

historic theme started at Aylesford Priory where excellent refreshments were provided,

After Chris's warm welcome and safety talk, loaded up with tea, coffee and biscuits we all headed for open country.

The route included many types of roads from country lanes to main roads making for interesting driving.



The route included many points of historical significance including the 15<sup>th</sup> century Aylesford Bridge over the Medway, and shortly afterwards, the equally old, Teston Bridge, which we crossed on the way southwards. Other places of interest included Rabbits Cross, a Wealden half-timbered farmhouse, Bewl Water the

largest reservoir in the South East. Unfortunately, the ancient Bayham Abbey was closed due to flooding, however this served to give more time to explore other interesting places on the route. Lamberhurst with its old houses decorated with half-timbered and tiled fronts. Other places of interest including Scotney Castle, the breathtaking sandstones linked by 11 bridges at High Rocks not forgetting Groombridge which is partly in Kent and partly in Sussex. Groombridge Place has been home to some of Kents most distinguished, like the Parkers and the Sackville's, the present manor was built in the mid-17<sup>th</sup> century assisted by Sir Christopher Wren.

We were able to visit the lovely Chiddingstone village with the oldest shop in the UK, first opened in 1453AD.



Following this, we went to the tea rooms at Chiddingstone Castle where we packed the tearoom and enjoyed great cream teas and lively conversation until closing time for the day...and the 2024 season.

It was agreed that a great day was had by all.

Come and join us on the Kent Run in 2025!

***Marian & Pete Joyner***

## *The Coach is the Star...!*

### HARRINGTON AND "THE ITALIAN JOB"

Thomas Harrington & Sons were a firm of coachbuilders based in Hove, Sussex and built probably the most well-known coach ever produced, a Legionnaire; although this lightweight 36 foot long chassis was not one of their best designs.

Registered ALR 453B, it was delivered in 1964 to a long-term loyal customer, the George Ewer Group of Grey-Green fame, but was painted in maroon/grey livery for their recently acquired subsidiary, Battens of East Ham.



It is shown here at the Duke of Wellington, Hatfield Peverel, whilst operating an East London to Clacton & Walton service. Ewers were never enthusiastic about the twin steer six-legger Bedford VALs and it was returned to dealer Arlington after only two years.

The story now gets more interesting, as in 1968 it passed to Paramount Film Services for use in *The Italian Job* and was converted to take the Minis after the robbery.

I was given this photo of 453 by a late friend of mine, taken at Ceresole Reale in the Alps during the making of the film but I cannot now recall how he obtained it.



By chance I watched the film on TV recently and relived the sound of the Leyland O,400 engine that powered this model as it roared around the hairpin bends.

Of course, the most memorable finale of the film was of the coach dangling over the cliff and Michael Caine's immortal words 'hang on a minute lads, I've got a great idea'.

Just to prove the coach did not go over the cliff, the rear was rebuilt, interior restored and then returned to PSV use.

Back in 1971, I heard that it was now with a Liverpool operator and by good fortune, another friend of mine was going to do an audit there, so I asked him to take my camera and seek it out. He found it outside the house of Mr Birch, of Wendy's Coaches, and this photo has been reproduced from my original slide.



ALR453B was then with a couple of Scottish operators before ironically being converted back to being a transporter for a racing car, sponsored by and parked at the Crows Nest Hotel at Anstruther.

Sadly, it later fell on hard times, was vandalised and subsequently scrapped.



In 2012 the De La Warr Pavillion in Bexhill put on a 'Minis at the Pavillion' photoshoot on 19 August in their car park to see how many Minis they could get into a photo. To promote this during the summer they had a mock-up of ALR453B made and it was balanced on the roof to re-create that famous scene in the film.

By luck, we took a holiday to escape the Olympics in London and came across this on our travels.

Unfortunately, Harringtons had also fallen on hard times as, whilst their products were high quality both in car, with the Sunbeam Alpine, and coach bodies, these were expensive so had a limited market. With their close involvement with Rootes Group and dealers Robins & Day they had hoped for capital investment but with problems of their own this was not forthcoming. So, in 1966 the last vehicles left the Sackville Works in Hove, later used by BT, and then demolished in 1990's.

But to end on a happier note: in 2023 at the Transport Museum, Wytham there was a gathering of no less than 19 preserved Harrington bodied coaches, the oldest being built in 1936. Undoubtedly the most iconic range are the Cavalier introduced in 1960 for the heavyweight AEC and Leyland chassis, superseded in 1963 by the Grenadier for the newly permitted length of 36 feet.



I took this photo of a Grenadier just a few weeks ago at the Big Bus Show at Stonham Barns, Stowmarket – whoever would think this classic design is 60 years old?

Many people know of the coach in the Italian Job, not so many about Thomas Harrington & Sons, but perhaps a few more do now - if you have stayed with me so far...

### ***Owen Woodliffe***

"As a postscript to this article, before the mock up coach was made for the roof of the de la Warr Pavilion, the organisers approached the then Cambridgeshire operator, Cyril Kenzie of Shepreth, who had taken years to restore a similar Harrington Legionnaire to roadworthy condition, to ask if they could balance his coach on the roof.

Unsurprisingly, Cyril declined...! "



## 2025 Events

Provisional calendar and may be subject to change.

### January

12<sup>th</sup> New Year Run - Contact: [allan.goddard@boundlesscommunity.co.uk](mailto:allan.goddard@boundlesscommunity.co.uk)

### March

29<sup>th</sup> Boundless Member Event at the British Motor Museum, Gaydon  
*More details soon, keep an eye on the website*

### April

20<sup>th</sup> Weston Park Display, Shropshire - Contact: [gillianfigures66@gmail.com](mailto:gillianfigures66@gmail.com)

27<sup>th</sup> Drive it Day, West Sussex, Hants & Surrey

Contact: [daverosher@gmail.com](mailto:daverosher@gmail.com)

### May

3 & 4<sup>th</sup> Donington Historic Festival, Leicestershire

Contact: Geoff Davies, [a6gcd@btinternet.com](mailto:a6gcd@btinternet.com)

### June

8<sup>th</sup> Dorset Delights Run - Contact: [chris@whitesands82.co.uk](mailto:chris@whitesands82.co.uk)

25<sup>th</sup> -1<sup>st</sup> July Tour to France - Contact: [barry.haughton@sky.com](mailto:barry.haughton@sky.com)

### July

12<sup>th</sup> Invite to Wallop Wheels and Wings, Hampshire – Contact tba

13<sup>th</sup> Cream Tea Caper, Thames Valley –

Contact: [allan.goddard@boundlesscommunity.co.uk](mailto:allan.goddard@boundlesscommunity.co.uk)

19&20<sup>th</sup> Shelsley Walsh Classic Nostalgia Weekend

Contact: Geoff Davies, [a6gcd@btinternet.com](mailto:a6gcd@btinternet.com)

### August

3<sup>rd</sup> Display at Coolings, Sevenoaks, Kent

Contact: [miketwomey2@gmail.com](mailto:miketwomey2@gmail.com)

16<sup>th</sup> Display at Capel Classic Car & Motorbike Show, Surrey

Contact: [daverosher@gmail.com](mailto:daverosher@gmail.com)

### September

7<sup>th</sup> Cambridgeshire Run - Contact: [pete.joyner@ovitts26.com](mailto:pete.joyner@ovitts26.com)

19- 21<sup>st</sup> Retro Run – venue TBA - Contact: [madeleine.grubb@boundless.co.uk](mailto:madeleine.grubb@boundless.co.uk)

28<sup>th</sup> Kent Run - Contact: [chris@whitesands82.co.uk](mailto:chris@whitesands82.co.uk)

### October

4<sup>th</sup> Midland Meander - Contact: [gillianfigures66@gmail.com](mailto:gillianfigures66@gmail.com)

## Quote

**“I couldn’t find the sports car of my dreams, so I built it myself.” –  
Ferdinand Porsche**

### **Go on, have a laugh**

A man walks into a bar with a piece of Tarmac under his arm. He says to the barman ‘a pint of beer for me and one for the road’.



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](mailto:barry.haughton@sky.com) Thank you.

**For more information about the Classic Vehicle Group events, visit the website at: [www.boundless.co.uk/cvg](http://www.boundless.co.uk/cvg) or email: [classicvehicles@boundless.co.uk](mailto: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

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