



Club Meetings

8th June - Details to follow

Events Calendar

Welcome to the events calendar for 2026, which has been separated into Club events and Public car shows. We aim to bring you a variety of events and hopefully there is something for everyone. Please let the committee know which events you are hoping to attend since this helps us and the event organisers with planning.

Club events are those where the committee have arranged an event or visit, often with allocated parking for members.

Public events are those that might be of interest to you, but unlikely to provide a reserved space for club members parking.

Print and 'Tick' your selected events in the column and return at a club meeting, or you can choose the 'no printer' option by emailing your selected event numbers to:
nhaegmembership@gmail.com

Please be assured that if you have 'ticked' a particular event, it does not mean you are committed to attend. We realise that things change, so if you find you cannot attend one of the Club events this is not a problem, however it would be helpful if you could let us know so we don't hold an excess number of spaces.

Note that for some events only those members and cars that are pre registered can take part because unexpected participants may cause problems with on site parking or table bookings.

Club Events

√ No	Date	Event	Location
1	April 1 st	<p>Lunch Time invitation to all club members @ 12 noon for Lunch @ 12.30.</p> <p>If you would like to join Don & Val for this you must book your place with us no later than the 9th March.</p> <p>Please email Val @ v.woolls@hotmail.co.uk , or ring 07534 401853 to book your place.</p>	Tally Ho, Finchampstead, RG27 0RR
2	April 26 th	<p>Drive it Day. Run and lunch stop.</p> <p>See notice below for details</p>	New Inn, Heckfield
3	May 9 th	<p>Visit to old school engineer and his workshops including an old rural pumping station. This is for 'men only' .</p> <p>Details nearer the time.</p>	Upham, Hampshire.
4	June 11th	<p>Tour of the workshop and showroom about 1 to 1.5 hours.</p> <p>Details nearer the time.</p>	Vintage Bentley, West Sussex
5	December 13 th	<p>Christmas lunch.</p> <p>See notice below for details.</p>	Elvetham Hotel.

Public Car Shows

√ No	Date	Event	Location
6	March 22 nd	Auto Jumble	Midhurst
7	March 29 th	Auto Jumble	Newbury
8	April 3 rd	Wheels day	Newbury
9	April 5 th	Classic car show	Departure lounge, Alton
10	April 12 th	Classic car show	Farnham town centre
11	April 26 th	Drive it Day	Various
12	May 10 th	Festival of Transport	Basingstoke
13	May 16-17 th	Spring auto jumble	Beaulieu
14	May 30 th	Pre War car show	Mill House
15	June 7 th	Classic car show	Departure lounge, Alton
16	June 20 th	Carnival	Old Basing
17	June 21 st	Classic car show	Elvetham Hall
18	July 4 th	Classic car show	Bourne
19	July 5 th	Classic car show	Hook
20	July 5 th	Classic car show	Departure lounge, Alton
21	July 12 th	Fete & car show	Odiham
22	July 18 th	Classic car show	Dogmersfield
23	July 26 th	Classic car show	Blackbushe
24	July ??	Wings & Wheels Family day	RAF Odiham
25	August 2 nd	Auto Jumble	Newbury
26	August 2 nd	Classic car show	Departure lounge, Alton
27	August 2 nd	Classic car show	Phyllis Tuckwell, Churt
28	August 8 th	Classic car show	Camberley
29	August 9 th	Classic car show	Cranleigh
30	August 21 st -23 rd	British Motor Show	Farnborough
31	August 27 th	Classic car show	Blackbushe
32	August 30 th -31 st	Country Fair & car show	Swallowfield
33	September 6 th	Hill Climb	Shere
34	September 6 th	Classic car show	Departure lounge, Alton
35	September 20 th	Classic car show	West Green House

Please check dates before travelling

Christmas Lunch - 13th Dec

Christmas may seem a long way ahead but we do need to collect deposits for the Christmas lunch. Please therefore make your payment of £10 pp as soon as possible.

The Committee have booked the Elvetham hotel for a traditional Christmas lunch on Sunday 13th December. The good news is that it will be the same price as last year for a 3 course meal at £39.50 pp. The preferred method of payment is by bank transfer to the **NHAEG** account:

Sort code 09-01-54, **Account** 8006 6086, **Reference:** Surname & Xmas

Please also email nhaegmembership@gmail.com to confirm you have paid by bank transfer, this will ensure you are on distribution list for future updates and enable the number of guests to be monitored. Please support the club by attending this event.

Visit to Upham

On the 9th May a select group from NHAEG visited David Kendell's workshop at Upham, SE of Winchester. David turned out to be extremely welcoming and knowledgeable about all things mechanical and was more than happy to show us around his eclectic collection of vehicles and machines. These varied from horse boxes and jeeps to Porsches and Jaguars. In addition to David's skill in repairing and restoring cars, he has expertise in diesel injector pumps and demonstrated his test rig. An Austin Jeep designed for the Army turned out to be interesting in that it had a RR engine. However due to its over engineering, weight and cost it lost out to the more successful Land Rover. A number of projects were best described as work in progress and there was the inevitable debate around when any of them would ever be finished.

We then journeyed a few miles to the pumping station which somehow came under the ownership of David for the sum of just £250. It was originally built to raise water from an aquifer and pump it up to the reservoir for use on the surrounding estate. Unfortunately due to water contamination this is no longer in use. However the machinery dating back to the 1930's demonstrated the engineering excellence of that era. A large single cylinder diesel engine, started by compressed air which was produced by a small petrol driven pump, drove the pump which raised water from 300ft below ground. A second pump then pushed the water up to the reservoir. This was all driven by a system of canvas belts.

We then adjourned to the Flower Pots Inn at Cheriton for a very good lunch. The journey home was interrupted when John B's model A broke down. Fortunately after stripping down the carburettor the fault was traced to a loose connection on the distributor and normal service was resumed. A very enjoyable day out !



Auctions

There is a great deal of the fun in owning a classic car, the thrill of finding it, learning its history and foibles – and then trying to make it yours. To that end, I've always loved auctions. To me they represent a simply wonderful way to spend a day. Copious cars, great people to talk to, buying in the warm and dry – and the chance to evaluate several prospective purchases all at the same time. When you think of the miles you often make trudging between potential driveway inhabitants, only to find they've been woefully misdescribed, horrendously overvalued, or worse *both*, it all makes the relaxed demeanour of an auction hall – with its ordered history files and book packs, and often, a nearby tea and burger van – the way forward. (Cowland's Law; All classic car perusals should be accompanied by fried foods – it's just common decency.)

As well as breadth of choice, for my money, auctions score on so many fronts. When you buy from a driveway, if it's a desirable car, you've got to make a decision there and then, on your first viewing, whether to buy that car or not. Dither, procrastinate, or take an hour or two to phone a friend or check with your insurer and your dream motor may have gone to a more decisive rival.

Conversely, in an auction, with viewing days far ahead of the actual sale, you can wander over, with a learned petrolhead if need be, armed with the knowledge of [every buyer's guide you can download](#), to peruse, inspect and evaluate at your leisure. Go away and consider. Measure the garage. Check with the other half. Plan your budget. Sleep on it.

Then there's the thorny issue of price. Just what is your chosen classic squeeze *really* worth? The good news is, there's nothing quite like a room full of other enthusiasts, braced by telephone and internet bidders, to tell you. The psychological reassurance one gets from the fact that other bidders in the room feel that your desired steed is worth £100 less than you do, tells you that the figure you stuck your hand up for isn't such a silly one, after all.

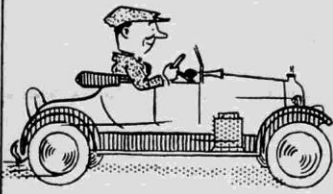
You'll need to budget for a buyer's premium of course, on top of your potentially winning bid. It varies from house to house, and all declare it up front, so keep up to 15% of additional pennies on top of your budget to pay your dues at the end. Most will want payment fairly promptly as the sale finishes, and you'll also need to factor in the logistics and cost of getting it away in a timely fashion within a few days of the gavel falling in your favour.

So, feeling lucky, punk? Because that's the best bit of the whole classic car auction process – the chance for an occasional bargain for the odd lucky punter. Even if you've stuck up your hand on a car as the highest bidder, and it hasn't made its reserve (a so-called 'provisional' sale) there's always a conversation to be had between you, the auctioneer and the vendor, and more often than not, there's a happy medium to be struck in the middle for everyone to get what they want.

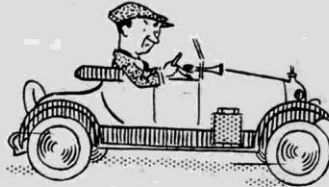
That leads us to the biggest potential bargain of all; the 'no reserve' lot. As the name suggests, here, the fun kicks in from the very first bid – with cars on sale from often comically low figures. On lots that don't have obviously broad market appeal, this can also mean the hammer *falls* at comically low figures, too. And so it was that I found myself at [Manor Park Classics](#) just the other week, as the first of the car lots went through. You may find it familiar, as it was chosen by m'learned colleague – and collector of great taste – Jon Burgess, [in his sale preview piece](#). It's a 2003 Rover 75 Vanden Plas. A tastefully stretched limousine created for royalty (Prince Edward owned one) and ministerial types. With 8 inches of extra rear legroom, a rarity factor of just 100 cars being built, and that silky smooth 2.5-litre V6 up front, how could I not have a bid when auctioneer Julian started the japes at just £100? Admit it, you would have too.

And I kept bidding. And bidding. Right up to the frankly ridiculous hammer price of just £1250 plus fees. £1250! For a car that's genuinely coachbuilt by MacNeillie, one of the industry's finest names. What will I do with it? Well, for that price, it's not going to have to work very hard to earn its keep, but I do feel that it might make a most excellent steed for the forthcoming [Hagerty Festival of the Unexceptional](#). As Rover's troubled farewell from the showroom floor, and the car that BMW left to flounder, the 75 never got the crack of the whip its fine engineering deserved. I hope that sitting there, with its wonderfully bland bedfellows, it will finally have found its spiritual home.

TRoubles ARE—
—not always what they seem



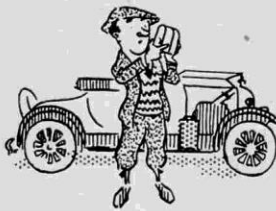
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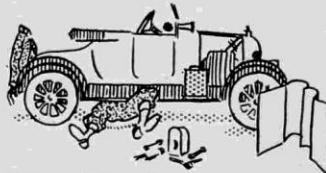
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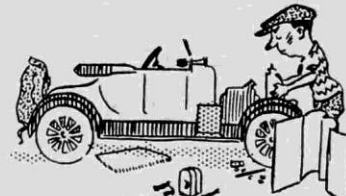
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MAGNETO? NO!



TRANSMISSION? APPARENTLY NOT



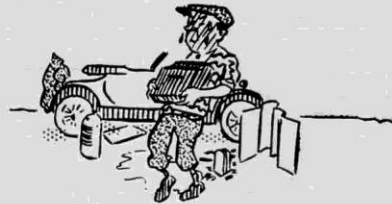
WATER?



OBVIOUSLY NOT



OIL? PLENTY



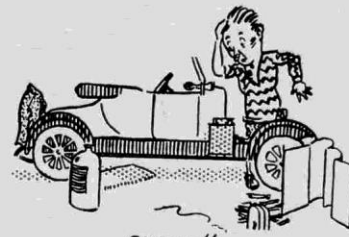
ENGINE?



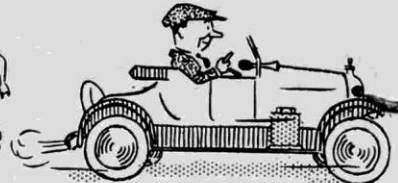
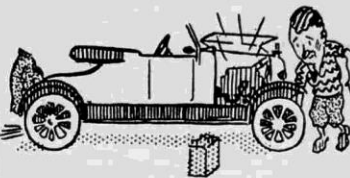
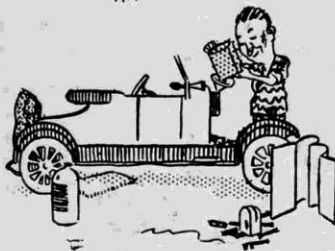
A.I



PETROL?



EMPTY !!



EDDIE BENFLETT

Mill House - 30th May

Another glorious day for the annual show at Mill House pub & restaurant in North Warnborough. This year it was restricted to pre-war cars only, but still a very good turn out of about 35 cars. NHAEG managed 5 cars and a good time was had catching up with friends and listening to the live music. Our thanks to Andy Seager and his daughter.



Stay safe
NHAEG Membership committee