

NEC Classic Motor Show

Tim Hunt reports on the event held on 9–11 November

We were fortunate enough to be allocated a larger stand than at last year's show and this allowed space for five cars, whilst still giving ample room even for wheelchair access between them.

Five cars were duly arranged in good time, including Jon Ellis's rather unusual yellow six-cylinder fuel injected Spitfire. I had a message from Jon on the day before set-up telling me that he had been unfortunately admitted to hospital and was not going to be able to make the show. I am pleased to say that Jon is making progress and I do hope that we will see his car on a Club stand in the near future. Twenty-four hours was rather late notice to rustle up another member's car and I wanted to make full use of the stand area so I gave the 4A a quick wipe over and pressed it into service the following day for stand build-up.

I arrived at the exhibition hall at our appointed time on Thursday 8 November and found all our other four cars and drivers already there waiting for me. These were Helen Porter (Spitfire), Rob and Kevin Hall (Dolomite 1300), Chris Allen (Courier) and Alan Chatterton (2500S estate). John Millidge had driven up the previous evening with our stand equipment, Bob and Sue Banks joined us, everyone mucked in and we had our new carpet down and the stand set up in good time. When we left the hall mid-afternoon some clubs were still to arrive.

Friday was the quietest day, as expected, but even so was noticeably busier than the Friday of last year's show. Attendances on both the Saturday and Sunday were also up on last year. Our selection of cars nicely demonstrated the breadth of Triumph's product range and all generated interest, particularly Chris's remarkably original, unmolested and very low mileage Courier. Where does he find them? Perhaps these cars seek Chris out rather than the other way round. Alan's striking yellow estate, believed to have been an Earls Court Motor Show car, was also the centre of quite some attention. For my part, five of the people I spoke to during the show, one from the US, were rebuilding TR4As and were glad of advice and pointers.

As for October's Show at Alexandra Palace, Kelsey Publishing asked if we could find them a nice Triumph for their stand at the NEC. I approached Ian Elliott, whose Java green Stag had been on our stand at the 2006 show, and he very kindly



agreed to make his car available to Kelsey, thus giving us another opportunity to promote Club Triumph. Ian's Stag shared the Kelsey stand with a very trick, four-wheel drive forced induction Jaguar XJS with tastefully flared wheel arches. This was a factory development car from the experimental department at Whitley and Ian did a double-take since, by coincidence, he had done the development driving on this unique vehicle when he had worked for Jaguar and of course recognised it immediately!

At the close of another successful show many hands set to work dismantling the stand in what seemed like a new record time. Thanks to all who kindly showed their cars, helped in setting up and



dismantling and did stand duty during the three days of the show dealing with a steady stream of visitors.