



Stow-on-the-Wold Motor Club Newsletter (Magazine) number 15 December 2025

This Christmas edition features the new club merchandise, so don't delay in getting in Christmas orders. And Dawn describes her Christmas offerings – no time to waste here either. Thanks to all for providing the usual varied mix of articles: on trips and visits, on preparing our cars for winter, on the Classic Motor Show (featuring Tim's Scimitar), and on the dilemmas faced on buying an electric vehicle. As we get close to the next Motor Show, Ben's report on the very first Stow Motor Show, in 2007 at the Rugby Club, is fascinating. As usual, I have to make a plea for a continued supply of material for the Newsletter through 2026, so thanks in advance.

Best wishes to all for Christmas and the New Year.

Rob Brown drbchestnut@gmail.com

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Launch of **NEW** Club Merchandise

Andrew Mitchell

The Chairman is proud to announce the launch of a new line of merchandise for members.

The clothing has been specifically chosen for its quality and value for money and comes with the Club logo embroidered on each garment. Available in a range of colours are ladies and men's outdoor fleeces, ladies and men's polo shirts, coveralls and for your head, a cap!

We have partnered with **Super Lemon** in Bourton to provide you with this package and which can be found on the Super Lemon website at:

<https://cotswoldcustomclothing.co.uk/collections/stow-motor-club>

This link will take you direct to the Club clothing from where you make your choice and pay online. Delivery is around five working days. You can either pick it up from:

Super Lemon
Unit 29
Old Station Yard Business Park
Bourton-on-the-Water
Cheltenham
GL54 2RZ

or have it delivered for a small additional charge.

A perfect Christmas present, order now!!



The Inaugural Stow Motor Show, July 2007

Ben Eddolls

Now I'm heading into my dotage I realise I am an ideas man. Wouldn't it be a good idea to do this, that or the other? The trouble is sometimes I actually put the ideas into practice - as happened with the first Stow Motor Show.

With age also comes memory loss. I thought the first show was held at the Rugby Club in July 2008 but now realise the 2008 event was the second; the first was the previous year. So I'll give a brief account of the first show here.

There were monsoon conditions through the previous week. The Fairford Air Tattoo was called off on the same Saturday as the Show so we feared for the worst. I was wonderingly whether anyone at all would turn up. But in the end it was no more than a blustery day with just one shower of note. But a nervous morning nevertheless.

The early morning pre-show silence was broken by a low-loader climbing the hill from Oddington. It parked past the entrance to the Club - far away enough for me not to be able to see what was going on. All was quiet for a while and then a minor explosion occurred as some sort of - evidently rather large - engine burst into life. No, it was not an aeroplane, but a Second World War US Sherman tank. And it was now heading my way at forty miles an hour, with the Brittain-Jones family at the controls. Their antics were churning up the rugby training field, and this would cause me grief for months to come. But even so, this spectacular first arrival seemed a good omen for the Show.



In fact, as things got going it was clear that not all the expected entrants were going to arrive. But plenty did and a cross section of cars assembled on the pitch.

The star car was Pink Floyd drummer Nick Mason's 1972 yellow Ferrari Daytona which competed at Le Mans in that year, coming eleventh with Derek Bell at the wheel.

Other Ferraris came from antique dealer Mike Goulding with his 355 and another Daytona from Legends Racing in Bourton. A slight mystery hung over a red car driven by



Graham Dunn; was it a Fezza or a Massa? It turned out to be De Tomaso Pantera, a real brute in svelte clothing. Local TVR owner Chris Jennings brought his raucous black Griffith along with fellow members from the Three Counties Owners' Club

including Peter Watson with his racing Griffith 500. A couple of passers-by turned up, one Swiss gentleman with a pristine white MG TC who was touring Europe. And a type 35 Bugatti dropped in who just happened to be passing on the way back to Nuneaton.

The Seven and Rally car area contained a plethora of “seven”-based cars from the Chiltern 7s Car Club alongside a group of TR7s. Rissington Kart Club had a strong presence with their stand and Karts of all sizes. And Tim Powell zoomed around the ground on Eric the three-wheeler.

Four-Wheel-Drive Club members Tom Crudge and James Slatter put on a fine display of lunacy as they tore up the display area with their eight cylinder turf busters. Pete Ireland provided quad bikes which proved a great hit for the youngsters, as did the Ferrari F1 racing challenge simulator, and of course the bouncy castle.

The barbeques, including one with vegetarian fare, were kept busy all day, as were the bar and Cats Café in the marquee. Hook Norton Brewery were represented by one of their drays delivering beer for the bar.

Stow Fire Brigade used the car parking area to demonstrate their procedure for a major traffic accident, Pete Muckle talked the crowd through the process as the resplendent Renault supplied by local garage owner Paul Kimpton was left fit for the scrap heap after being decapitated for extraction of the occupants.

Tension built as the “Burst a Banger” exercise took place. A fine old Ford Fiesta was completely drained of oil by Toby Eddolls. Just how long would it last at full revs? The engine was started and the accelerator jammed wide open. It sat screaming for what seemed like an eternity until it finally seized - with only forty-six seconds on the clock!

The day was rounded off with a highlight – a game of “helicopter golf”. A lovely one-eyed lady from Guildford, Bo Maggs, kindly flew up for this event in her Robinson helicopter which she deftly landed on the first XV pitch. In advance of her arrival we had sold numbered golf balls and these were put into a large basket to be



taken aloft in the flying contraption. At the allotted time the helicopter rose over a rugby pitch and hovered. The balls were dropped one-by-one with the object of landing them in a marked golf hole below. The ball landing nearest to the hole was the winner. I've no idea what the prize was or who won, but the exercise raised great interest as well as funds for the Air Ambulance.



Overall, the day was a great success with many vehicles attending, Unfortunately the dull weather and location out of town did not encourage the crowds we hoped for. But nevertheless, a great time was had by all. Thanks to all who helped with the event especially the sponsors: V J Collett, letting agents Town or Village, and Digbeths Cafe & Bistro.

You might say the score at the end of that Saturday was: RAF 0 Stow 1.

A Century and a Quarter of L2B

Andy Couchman

Think of 'London to Brighton' and your mind immediately goes to veteran cars, the 1950s film Genevieve, and maybe something about emancipation from men with red flags.

These days the route is run at various times of the year for many types of vehicle – classic cars, minis and bicycles included – but the basic idea is a sixty-mile run from Hyde Park in London to Madeira Drive in Brighton, avoiding the busy M23. For the first Sunday in November, it means the Royal Automobile Club's run for vehicles (motorcycles, tricycles and bicycles as well as four wheeled cars) made before 1905. So even the youngest vehicles are now older than the oldest person still alive.

This year's event commemorated 125 years since the 1,000 Mile Trial, which was devised to prove that cars were not just toys but were a practical, safe and reliable means of transport. The first Emancipation Run (from which today's runs have evolved) was even earlier – 1896. The 1900 event took place over many days and one entrant was an 1899 Wolseley 3.5 hp voiturette (OWL 707 – known as "owl") that competed in (and finished) this year's run too. It was joined by twenty-five bicycles, three motorcycles and nearly a hundred different marques of cars.

Neither our Club chairman Pete Brown, nor I had ever watched the event, but this year we determined to remedy that. So, at 6.15 am on a damp day (soon to get

very much damper) we set off in Pete's Yaris - the 2021 GR model with the Circuit Pack - heading for Handcross in Sussex where, in a tradition itself dating back a few years, local members of the Caterham and Lotus Seven Club offered tea, coffee and the all-important bacon rolls for a charity donation. (As an aside the club has just celebrated raising over £100,000 in total for its current chosen charity, Prostate Cancer UK).

The drive down (A40/M40/M25/M23/A23) was through torrential rain much of the time (handled surefootedly by the Toyota's 4WD) that fortunately eased shortly after we arrived at Handcross at a still-early 8.15 am, ready to see the first car through at an expected 9.30. The veterans had fallen foul of the weather though, so first car through was about an hour late.

Impressions from a couple of L2B virgins? First, spectating is great and free, you get lots of waves and smiles from drivers and passengers. Being situated close to refreshments – and a portalo – was a big plus. There are no guardrails – it's most definitely not a race – and you stand next to the road, cheering on every entry. These are non-closed public roads so do beware of all traffic though!

One surprise was the number of other fine vehicles joining in along the route. We lost count of the number of classic cars and 'bikes we saw but all were greeted with a cheer so, if you're looking for an event for your classic next year, that is well worth considering too. Roving programme sellers sold a nice 132-page programme at a very reasonable £5, doubtless helped by the generous event sponsorship from auction house RM Sotheby's. We left before the end but, with over 400 vehicles taking part, still saw a great number and variety of vehicles from the very early days of motoring.

Overall, L2B is a real feelgood event, as well as being a reminder that motoring can still be something to be proud of, but also that it needs to be defended against those who would only too happily go back to men with red flags having to walk in front of us motorists.

Who knows, next year, maybe a jolly for SMC members? Just make sure you're well-prepared for whatever November weather turns up that day



Stow Motor Club Outing on 26th September

John Barber

A Memorable Day at Woodcote & Copse, Blackpit Brewery and Silverstone Museum

On a crisp autumn morning, members of the Stow-on-the-Wold Motor Club gathered outside the Queen's Head. The plan was to visit the Woodcote & Copse dealership, have lunch at the Blackpit Brewery, and spend the afternoon exploring the Silverstone Museum.

We enjoyed a scenic drive to Woodcote & Copse, a dealership celebrated for its selection of classic and contemporary motor vehicles. We were welcomed by Matthew Haskins, one of the partners, and the



head of marketing Jade Glennon. In the large showroom there were examples of the three marques the company represent: Lotus, Morgan and Caterham. There were Supersports and a brace of three-wheelers from Morgan. Lotus had a number of their electric vehicles on display and Caterham was well represented too. We spent quite a bit of time getting to understand the technology and performance of the



Lotus cars. Our conclusion was that they were very capable and if you have the money, worth considering. The fit and finish were particularly impressive and compared favourably with the competition. However, we concluded that the 600 horsepower models would probably be a more sensible option than the 900 horsepower performance models!

With appetites whetted, the convoy made its way to Blackpit Brewery, nestled in the picturesque countryside. The brewery, known for its unique craft ales, provided the perfect setting for a relaxed lunch and a chance to appreciate what we'd learnt at Woodcote & Copse.

The day's final destination was the Silverstone Museum, where the club members immersed themselves in the rich history of British motorsport. From legendary racing machines and interactive displays to rare memorabilia, the museum offered something for everyone. Highlights included walking in the footsteps of racing legends, learning about the evolution of motorsport technology, and discovering behind-the-scenes stories from the world-famous Silverstone Circuit.

Overall, the outing was a resounding success, capturing the spirit of the Stow Motor Club. Combining motoring heritage, local flavours, and good fellowship, it was a day to remember. Plans are already afoot for the next adventure, and if this outing is anything to go by, it will surely be another highlight in the club's calendar.



Laying your Classic up for Winter

Rory Oliver-Hall

Laying a classic car up for the winter is a little more complex than parking it in the garage and shutting the door until spring. Follow these steps and your classic will be ready for next year's adventures.



1 Fuel System Preparation

Classic cars typically use carburettors or early fuel-injection systems that are sensitive to varnish and gum formation. Modern ethanol-blended fuels attract moisture, leading to phase separation and internal corrosion. To mitigate this:

a Use a fuel stabilizer. A high-quality stabilizer prevents oxidation and inhibits varnish deposits inside tanks, lines, and carburettor bowls. The stabilizer should be added prior to the final drive of the season so it circulates throughout the system.

b Fill the fuel tank fully. A full tank minimizes the air volume above the fuel, preventing condensation from forming on internal metal surfaces. Steel tanks in classic cars are especially prone to rust, and moisture accumulation over months can lead to pinhole leaks.

c Carburettor considerations. To stop gaskets drying and shrinking ensure the float bowls are kept full. The stabilizer-in-fuel approach is generally acceptable if the engine is run long enough for treated fuel to reach the carburettor.

2 Lubrication and Fluid Management

Classic engines, transmissions, and differentials often rely on older gasket materials and mechanical seals. These need to be kept moist to avoid shrinkage.

a Change the engine oil and filter. Used oil contains combustion by-products—including acids, water, and fuel dilution—that can attack internal bearing surfaces. Fresh oil before storage is essential.

b Maintain gearbox and differential fluids. If service intervals are approaching, changing these oils before storage is wise. Gear oils absorb moisture through vent tubes, and long-term stagnation can lead to corrosion on gears and bearings.

c Coolant system preparation. Ensure the mixture provides adequate freeze protection and corrosion inhibition. Ethylene glycol-based coolant has a finite lifespan, and depleted additives can allow internal rusting in radiators, heater cores, and iron engine blocks.

d Brake fluid considerations. Traditional glycol-based brake fluids (DOT 3 and DOT 4) are hygroscopic. If moisture content is high, internal corrosion in brake lines and cylinders can occur. A fluid flush every few years is good practice. For long-term preservation, consider silicone DOT 5 in vehicles compatible with it, though conversion requires thorough system cleaning.

3 Battery Care

Classic cars often have electrical systems that impose small parasitic draws, and lead-acid batteries degrade rapidly if discharged.

a Remove or isolate the battery. It is always a good idea to have a battery isolation switch fitted and generally it is a good idea to isolate the battery whenever you leave the car for any length of time. Removing the battery entirely prevents exposure to fluctuating temperatures and accidental discharge.

b Use a smart maintainer, not a trickle charger. A smart charger cycles between charge and float modes, preventing overcharging and minimising electrolyte loss. Modern maintainers also compensate for temperature to optimize voltage.

4 Moisture and Corrosion Control

Corrosion is the primary enemy of any stored classic car. Both the body and the mechanical components must be protected from humidity, condensation, and temperature swings.

a Choose a proper storage environment. An enclosed, insulated garage is ideal. Temperature stability is more important than warmth. Rapid fluctuations cause condensation to form on cold metal surfaces. Avoid storing the car over bare earth, as soil moisture permeates the air.

b Use a vapor barrier on the floor. A plastic or epoxy floor barrier prevents moisture migration from concrete. Concrete retains significant water content that evaporates slowly over winter.

c Install desiccants or dehumidifiers. A small dehumidifier set to maintain relative humidity around 40–50% is ideal. For smaller spaces, silica-gel desiccant packs can help maintain dryness around the car.

d Protect exposed metal. Lightly oil-coating bare metal components—such as brake disks, underbody areas, and suspension components—prevents flash rust. Specialist corrosion inhibitors (e.g., wax-based sprays) offer long-term protection without creating an oily mess.

e Electrics. Spray all of the electrical connections with WD40 to keep out moisture.

5 Tyres, Suspension, and Drivetrain

Static loads can deform aged rubber components and create flat spots on tyres.

a Tyre inflation and rotation. Inflating tires 3–5 psi above their normal operating pressure helps prevent flat-spotting. For extended storage, some owners use jack stands to remove load from the suspension, though this can leave bushings hanging at unnatural angles. The best practice is to keep the car on its wheels but move it slightly every few weeks if possible.

6 Body and Interior Preservation

Classic cars often rely on organic materials—leather, vinyl, steel, and chrome—that are sensitive to moisture and contaminants.

a Thorough cleaning and waxing. Dirt and road salts attract moisture. A high-quality wax or sealant creates a protective layer that reduces oxidation.

b Interior care. Vacuum thoroughly, clean leather with a pH-balanced conditioner, and ensure carpets are completely dry. Moisture-absorbing packets inside the cabin help prevent mold and mildew.

c Use a breathable car cover. Avoid plastic covers, which trap moisture. A multi-layer breathable fabric cover prevents dust accumulation while allowing water vapor to escape.

7 Mechanical Final Steps Before Storage

a Run the engine to operating temperature. This circulates treated fuel, evaporates water vapor from the crankcase, and coats internal surfaces with fresh oil.

b Close all openings. Seal the exhaust with steel wool or a breathable plug to prevent rodents from entering. Ensure the air intake is also protected.

c Final inspection. Check for fluid leaks, loose electrical connections, and failing gaskets. Addressing small issues before storage prevents them from worsening unseen.

8 Periodic Winter Checks

Even when fully laid up, the vehicle benefits from occasional monitoring.

- Verify humidity levels in the storage space.
- Ensure no rodents have infiltrated.
- Check tyre pressures monthly.
- Inspect for fresh leaks or corrosion.

In most cases, it is better not to start the engine periodically unless the car will be driven long enough to reach full operating temperature. Short run cycles introduce condensation that does not fully evaporate.

Remember that winter is the best time to get things done on your car so if you anything doing before the spring.

Give me a call: Rory, The Vintage Wireman,
rory@vintagewireman.co.uk, 07702 269759.



Club Car on Display at the 2025 Classic Motor Show Tim Hull

By November my Scimitar GTE is usually in hibernation but this year I was invited to display it at the Classic Motor Show at the National Exhibition Centre (NEC) – a rare opportunity and one not to be missed.

My GTE is an SE6b, Reliant's final model. It was made in late 1982 and was initially used by Reliant as a press car, with the registration '1 GTE'. It has two-tone grey paintwork, Wolfrace slot alloy wheels, an electric sunroof, black velour upholstery (the thing to have in the early 80's) and the Ford Cologne 2.8 litre engine with automatic transmission.



The invitation to display it came from the chair of the Reliant Sabre & Scimitar Owners Club (RSSOC) which takes part in the Show each year. The Show itself runs from Friday to Sunday inclusive so I was asked to arrive on the Thursday lunchtime to get the car onto the stand and help with the set-up. I was also asked to bring a fluorescent jacket (an official requirement during set-up) and a drip-tray (stipulated by the organisers to protect the carpets), plus bucket, cloth, water and shampoo in anticipation of typical November weather.

So the Wednesday before the Show was devoted to sprucing up the car, packing all the above and also loading in a large quantity of merchandise as I look after that aspect of the club's activities and there's a shop on the stand throughout the show. Impressively, the Scimitar swallowed all of this (two sizeable containers and three boxes) without me even having to fold down the rear seats.

The Thursday dawned and, uncharacteristically, the weather was dry. About half-way there I was surprised to see in the rear-view mirror a gleaming red Scimitar GTC (the convertible version of the GTE) so the rest of the journey was completed in convoy. The GTC is the pride and joy of a former Reliant employee whose responsibilities at one time included visiting Gatcombe Park to service Princess Anne's GTE (of which she had eight over the years) and a number of Reliant three-wheelers that were used for general duties on the estate.

We arrived at the NEC at about mid-day, found our designated space in Hall 4 and met up with the rest of the team. There were about a dozen of us in all, including the owners of the two other cars on display – a mustard-coloured SS1 (SS standing for 'Small Sports') and an Old-English White SE5a (the SE5 preceded the SE6 and was slightly narrower and shorter).

We began by manoeuvring the cars into position and spent the rest of the afternoon setting up the banners, information boards, shop, refreshments table etc

before eventually making our way to our accommodation and watering hole - a Premier Inn with an adjacent Beefeater where a convivial evening was spent in good company. The gathering was a striking example of how the classic car hobby cuts completely across all boundaries – those around the table included a former nano-engineer (and international dog judge!), a former prison governor, a plant room maintenance specialist, a top-end auto-engineer and a former linguist.

The following morning we made our way back to the NEC for the 10.00 opening of the show. The owners of the four display cars took their places near their vehicles and in no time everything was underway, with hundreds of people milling around and a general hubbub.

Owing to the location of the RSSOC stand, it was en route for anyone walking between Hall 4 and Hall 8, so there were plenty of visitors and I spent the entire day on the Friday chatting to people about the Scimitar. Some were considering them as their next purchase, some were current owners and some had owned them in the past but, whatever their circumstances, their comments on the car were invariably positive and it was great to hear so many enthusiastic comments about a car that is now such a rare sight on the open road.

Friday night followed the same pattern as the night before and on Saturday morning we were all back on the stand early, ready for the Show's busiest day. My brother (a Reliant Sabre owner) came on the Saturday so I took some time off from the RSSOC stand to look around the show as a whole. The scale of the event is completely overwhelming –over 3,000 classic cars spanning seven halls (the size of sixteen football pitches), 450-plus exhibitors and traders, the UK's biggest indoor auto-jumble, 310 car clubs, an auction of over 500 classic car, motorcycle and automobile entries, and much more besides. I was under instructions to keep my wallet closed and managed to avoid all temptations apart from some modest purchases on the DIY front.

Back on the RSSOC stand, the visitors just kept on coming right the way through to the early evening. The Sunday felt equally busy until about 3 pm when the crowds finally started to thin out. We began packing up the stand at 4.30 pm and by 5.30 pm we were ready to leave. The surrounding roads must have been an amazing sight as the hundreds of display vehicles began their journey home. Predictably the rain then moved in so my journey home was a wet one and culminated in the car finally needing that much-travelled shampoo.

So all in all, it was an interesting and enjoyable weekend. If you ever get the chance to take part yourselves, I'd recommend it. The organisers encourage clubs to display a different set of cars each year, so I doubt that I'll get the chance to return in the near future with the Scimitar. However, there's always my other fibreglass affliction – I wouldn't want my TVR to feel neglected...

PS. Many thanks to Gus for giving me a lift back to the show on the Sunday morning in his extremely tidy Discovery.

My First Foray into EV

Mike Schoen

I started to think about an EV at the beginning of June this year, at the same time as looking at the running costs of my petrol Q5. Obviously, there is a lot of talk in the media about all things EV. I was looking at the output of my three-kilowatt solar panel system and started to wonder if I could get my excess electricity into a car as I don't have a battery in the house. I already had a smart meter so started to look into different charging options and the different costs of night-time electricity. I am with Octopus Electricity and quite quickly worked out that their smart meters would work in tandem with various car charging systems, and the chargers can easily be set to only take excess - hence free – electricity, with the added bonus that I get paid for what I produce, not just for what I export. The alternative would be to charge at night on a much cheaper tariff.

I looked at how many miles I do per year, an average of 8000. My Q5 did about thirty miles per gallon so £1600 in petrol per year. I loved my Q5 but was getting annoyed with Audi service costs. It was also going to need a new set of tyres in the near future.

So which EV and how much would it cost to run? I discounted Tesla because of Elon (sorry John). I looked at the VW ID4, Nissan Ariya, Hyundai Ioniq 5 and the Kia ev 6. All are about the same physical size as my Q5. The Nissan was quickly discounted followed by the ID4 (both only had a two-year warranty). The trim looked slightly better on the Kia but I felt my dog could get into the boot easier on the Ioniq 5. The external dimensions of the Ioniq 5 are virtually identical to the Q5, including the size of the boot, so Ruby (my spaniel) would be happy. So which model, and the thorny question of range?

I thought about my usual journeys which were mostly short, but with the occasional visit to family and friends in Dorset and the Isle of White. A return trip to my son's in Dorset is 260 miles, meaning a car with a range of 300 miles would be ok, and in theory I could have the heating or aircon on and do the return trip without having to charge en route.

The best Ioniq 5 in this respect is the RWD with 84 kWh battery, at 354 miles, and 228 bhp. There is also a 58 kWh version with a 240 mile range. I decided against the 650 bhp N-version, but went for the N-line AWD 325 bhp version with a range of 300 miles. I haven't as yet tested the range.



I had a home charger fitted and changed my Octopus account to “Intelligent Octopus Go”. I have been charging the car at home during the night on a much cheaper tariff.

The first 700 miles of use cost me £19, although this does include about thirty miles of free motoring from my solar panels and about forty miles of free motoring courtesy of Octopus during a three-hour free electricity day on a windy/sunny October 25th.

For comparison, this 700 miles in my Q5 at thirty miles per gallon would have cost approximately £110. Looked at another way, given that my Porsche uses super-unleaded, £19 would have got me a mere seventy miles.



Christmas Card Commission

Dawn Bosley

Hello everyone, it was lovely to meet most of you at your Talks Day earlier in the year and it's been a very busy year indeed. It gives me great pleasure to be asked to provide an update for this month's newsletter.

Of course, I have lots to share with you, but I thought my recent Christmas Card commission is ideal to get us in the Christmas spirit.

Some of you may already know that I am a resident artist for a number of clubs and RREC (Rolls-Royce and Bentley Enthusiasts Club) is one of them. This year I was commissioned to create a Christmas Card design for the club, due to last year's design being their best seller. These cards help raise thousands for the club every year.



Here is a snapshot of this year's design. It depicts a backdrop of Blenheim Palace. Out of courtesy, although I own the artwork, I asked both Blenheim and the owner of the car for their permission to use them for this purpose and they both loved the design and were very happy. It made me smile when Blenheim asked if they could have a mention on the back of the card.

The car is the world famous 'Little Sue' she is a Rolls-Royce 10HP and on the back seat I have placed some mistletoe.

These cards can be purchased through the shop at RREC. Here is a link to their shop. It's £8.00 for eight cards and envelopes.

<https://rrec-1873.myshopify.com/products/christmas-card-2025>

I think it is a really nice touch to have this artwork created especially for their members to send to their families and of course raise quite a bit of money for the club. My artwork is provided to the RREC on a licence to print so many at a time. Artwork on licence can be used in all sorts of ways i.e Marketing, promotion for any sort of business. I also have the support of a printing company who are currently on their third generation and the quality and service is second to none.

With my business head on. Feel free to get in touch if I can support your business with no obligation I can be found on email: office@dawnbosley.com

As a member and friend. I am looking forward to celebrating with you all again on the 16th December at the Stow Xmas Dinner taking place at the Queens Head Until next time.

Dawn Bosley Specialist Automotive Artist
Member of Stow on the Wold Motor Club



Dawn Bosley
Specialist Automotive Artist

