



# Stand and deliver

*Bruce Strachan sees club members determined to put on a show*

ALWAYS look forward to the first show of the season but in the past have never been overly impressed with the Alexandra Place show and unfortunately this year was to be no different. *Round Up* deputy editor Richard Baldwin and I travelled to the venue on Sunday morning and arrived at 9am only to find the doors opened at 9.30am. The café was also not yet open and already a long queue had formed in eager anticipation. Eventually it did open its doors and we enjoyed our coffee and watched the queue for the show grow steadily.

Fortunately when the doors did open at 9.30am the queue had not grown excessively and entry remained fast for the rest of the day. Once inside we found the number of cars on display, the number of club stands and the number of people visiting all seemed less than last year – the ‘upside’ being we could have a leisurely wander round, gain good views of the cars and meet and talk with friends without the hassle of fighting through crowds of people. The other big plus as a result of the low public attendance was when we were in need of refreshment we could



Nice '66 Mustang convertible

ALEXANDRA PALACE MOTOR SHOW, LONDON – MARCH 20

stroll up to one of the three cafés without the usual queuing. We could then continue to one of the many empty seats and rest our legs. If you have ever tried doing similar at the NEC then you will know what I mean!

Excellent examples of classic cars were on view from low mileage originals to fully restored concours competitors. American cars were well represented again this year – a far cry from the days when you would struggle to find an American vehicle anywhere at a British classic car

show. Barry Sturgess's Mach 1 and a convertible

Cougar were on display at the Meguiars concours stand, *Practical Classics*

magazine were displaying a mid '60s Cadillac Fleetwood, Autoglym were displaying a '50s Corvette (above) and Alan Carrington had a very nice albeit expensive dark blue '67 390GT for sale. At these shows over the last couple of years, the prices of some of the cars for sale have seemed to be half as much again than in the classic car magazines. We did see some cars bearing 'sold' stickers so either they do realise these inflated prices at the shows or a hefty discount off the screen price can be negotiated.

There were two halls housing the classic car stands and a third hall housing the autojumble. We made our way into the latter hoping to spot a rare and hard to find item for about £10 so we could make our fortune on



Cadillac Fleetwood – now that's big!

show but previously the club has only signed up a couple of members over the weekend compared with about 20 new members at the NEC show. The entrance fee for the show was £13 which is similar to the NEC but this show has only a fraction of the number of cars on display that can be seen in Birmingham. This surely must account for the low public attendance.

By just after midday we had seen everything at least twice so it was time to leave. Barry has high hopes of securing a larger stand space next year – at least big enough for four cars and in a better position. If the club is only offered a space for two cars tucked away in the corner again the question will have to be asked whether all of the effort is worth the return.

For me, getting home early from a car show on a warm sunny afternoon is never a good idea as the rest of the day was spent mowing lawns and pruning shrubs so I must try to find a larger show to visit next year!



Barry Sturgess's Mach 1 was on show



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This Cougar won Classic American's Car of the Year at the NEC last October



The club will be looking for a bigger stand next year