

# Lavenham International Vintage Volkswagen Meeting

The UK's answer to Bad Camberg just gets better

Words and photos Paul Bussey

**F**our years is a long time to wait for a show, but that's the frequency of the eagerly anticipated event at Lavenham in Suffolk, organised by the Historic Volkswagen Club, with support from the Split Screen Van Club. Held over the weekend of 24-26 June, 'Lavenham' is unlike any other VW show in the UK as it caters exclusively for enthusiasts who run

ostensibly unmodified, VW and VW-based vehicles built up to August 1967. So no drastic lowering of suspension and no alloy wheels, though period accessories are allowed.

In effect, it's a purist Volkswagen enthusiasts' Nirvana, an event in which to become totally imbued in stock vehicles, displayed within the fabulous ambience of England's finest surviving medieval village, with its numerous splendid timber-framed buildings.

The main focus of proceedings is the Market Square, the display area for Beetles up to August 1957 (that's Split and Oval Windows), Karmann Convertibles and Barndoor Buses. In a change from the previous event held

in 2012, the meadow by the river was replaced with other show areas due to the possibility of flooding. A well-planned route directed visitors on foot through the streets from the Market Square to Lavenham Hall, where the displays of Karmann Ghias were to be found and, within the stable yard, all models of Type 2 up to 1963. The rest of the display vehicles were situated on the Sports

“no drastic lowering of suspension and no alloy wheels”

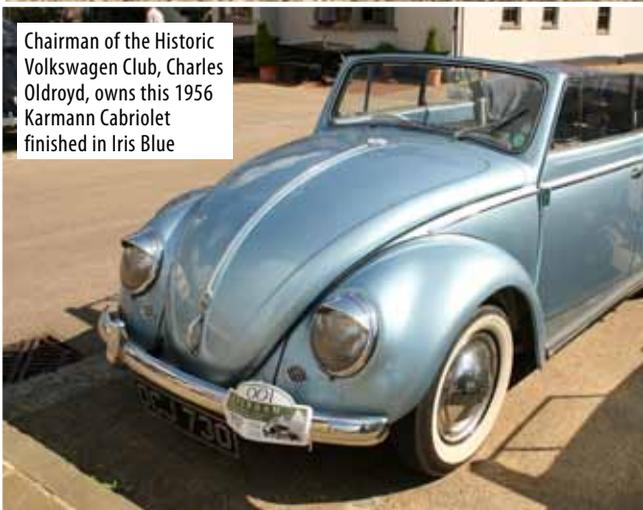
Arena, with all other Beetles, Type 2s, military vehicles and a small trade area. Adjacent to this was Volkswagen-only visitor parking for vehicles attending, but not meeting the strict show criteria.

In all, there were 160 pre-entered vehicles, by far the most predominant being Beetles, and they came

from far and wide. We spotted cars from Germany, Holland, Belgium, as well as Scotland, Wales and Jersey. Though cars started arriving on the Friday, Saturday was the main show day, followed by a meal in the village hall in the evening, while the highlight of the Sunday was a mass cruise in the morning. Without doubt, Lavenham is a very special event, long may it continue and prosper. ■



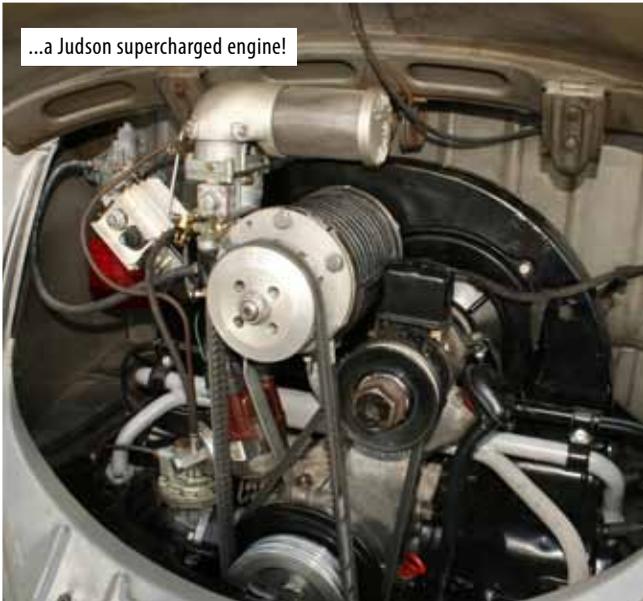
Andy and Theresa Hall bought this 1964 Type 34 Karmann Ghia in 1981. It's a past concours winner and a well travelled car



Chairman of the Historic Volkswagen Club, Charles Oldroyd, owns this 1956 Karmann Cabriolet finished in Iris Blue



One of several cars attending from Holland, Lucien Slings' 1949 Standard model had a surprise under the decklid...



...a Judson supercharged engine!

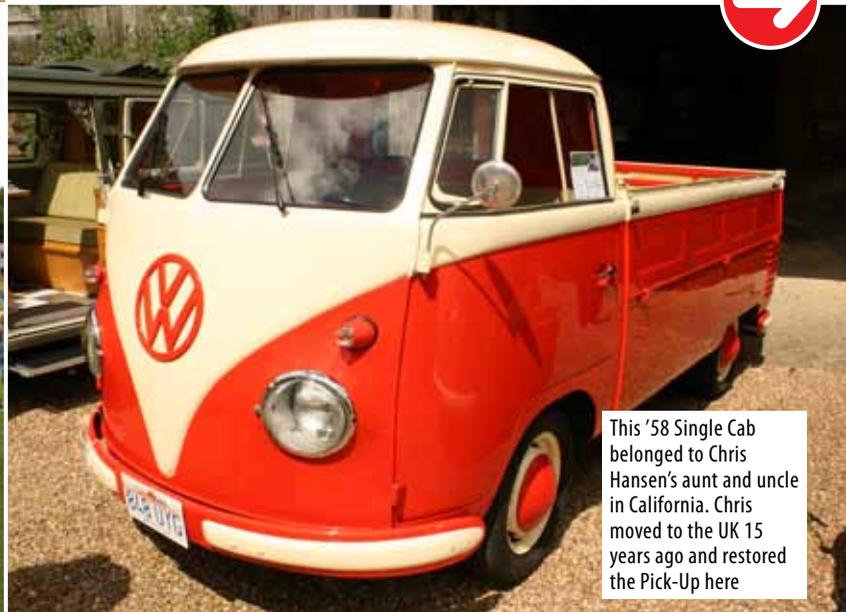
Bob Van Heyst brought this 1952 Karmann Kabriolett over from Belgium. It was a 'barn find' from Reims, France, and is said to be unrestored in every respect



One of several Type 82 Kübelwagens on display was this 1943 example owned by Nicholas Penistan



Lee Byford's Ceramic Green 1959 Beetle was wearing an unusual roof-mounted tent. Though it has lost its original registration plate, the car has remained in the Bristol area all its life

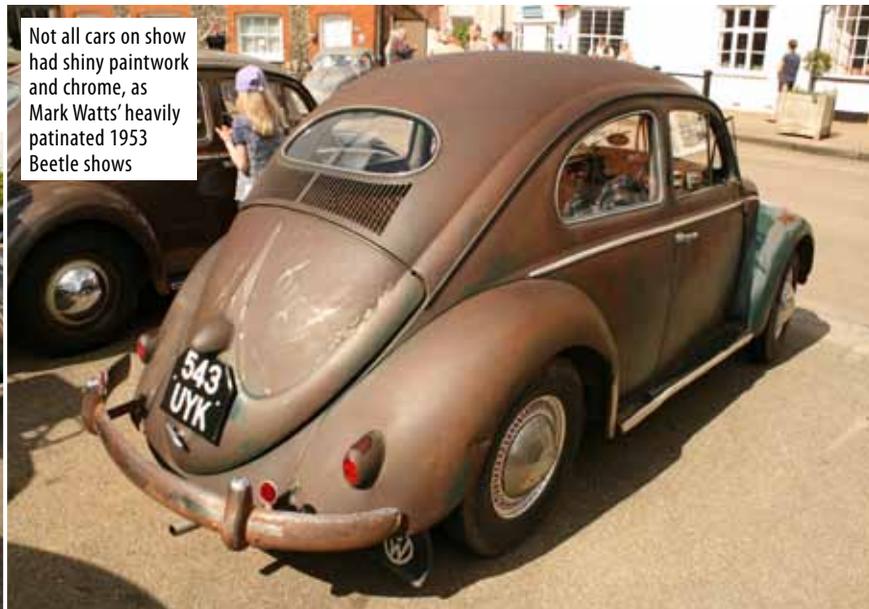


This '58 Single Cab belonged to Chris Hansen's aunt and uncle in California. Chris moved to the UK 15 years ago and restored the Pick-Up here

The line up of Karmann Cabriolets in the Market Square



# SHOW REPORT Lavenham



Not all cars on show had shiny paintwork and chrome, as Mark Watts' heavily patinated 1953 Beetle shows

Si Medicott and Jess de Sousa's '54, finished in Iceland Green, is said to be completely original and its engine is fitted with a Pepco / Speedwell supercharger



And here it is



Martin Jewell's 1955 Karmann Cabriolet was exported to Sweden when new. It was later sold to an owner in Milan, Italy, who rebuilt the engine using an Okrasa twin-carb conversion and Abarth exhaust. Martin has owned it since 1999

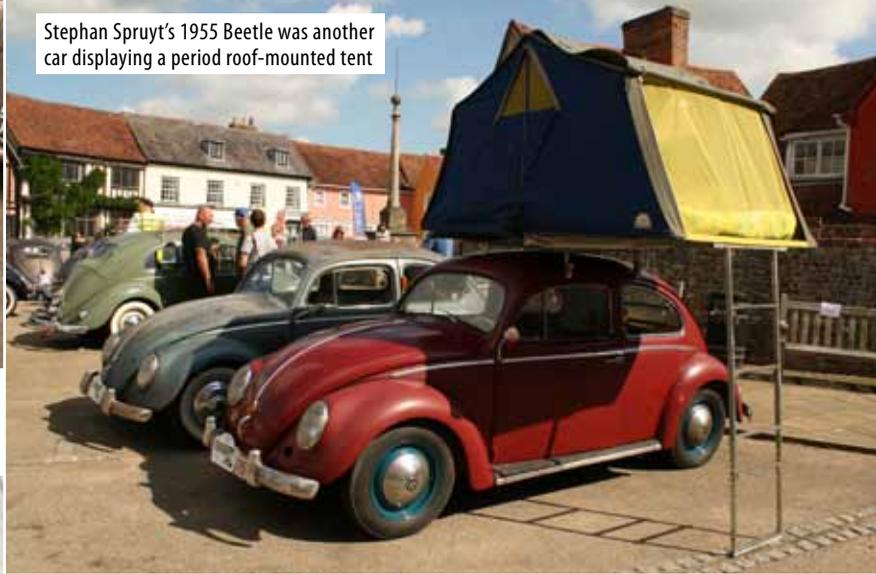


Phillip and Jayne Thomas' 1964 Split, finished in Birch Green and Ivory, was imported from California in 2006 and has been fitted with a Sundial camping interior

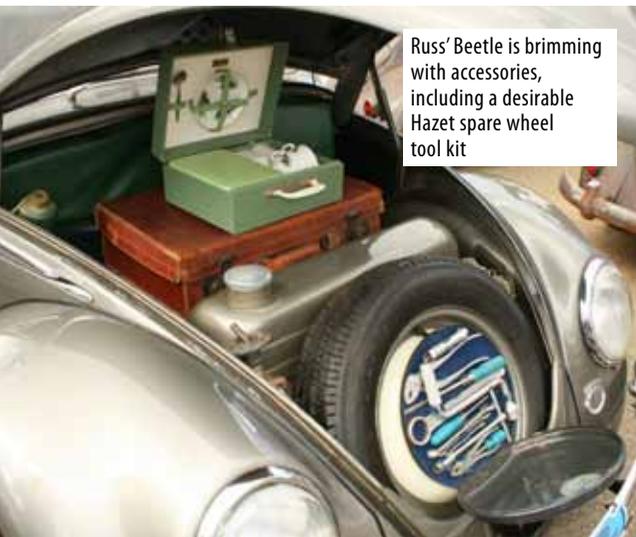
Russell Williams' 1954 Karmann Ghia coupé is another that wears its original paint, interior and engine with pride



Stephan Spruyt's 1955 Beetle was another car displaying a period roof-mounted tent



This 1956 1200 Deluxe Beetle, owned by Russ Cartwright, has just 61,000 miles on its original engine and a documented history from new. It was a *VolksWorld* feature car in 1989



Russ' Beetle is brimming with accessories, including a desirable Hazet spare wheel tool kit



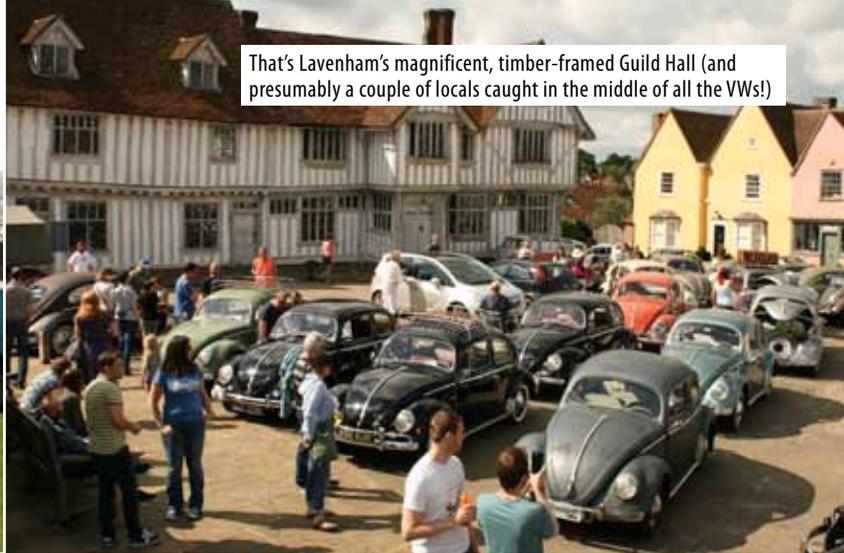
Part of the impressive Type 2 line up in Lavenham Hall's stable yard



# SHOW REPORT Lavenham



This 1966 Split still has its original Devon camping conversion in place, having been owned by the same family between 1968 and 2010. Nowadays it's owned by Steve and Laura Holden, who have driven it all over the UK and Europe



That's Lavenham's magnificent, timber-framed Guild Hall (and presumably a couple of locals caught in the middle of all the VWs!)



Owned by Clive Cunio, his 1952 Type 11E was in use by the British military in Germany and allocated to military chaplain Martin Atkinson. There is anecdotal evidence to suggest it was used to extract people from East Germany through Checkpoint Charlie



Mike Johnson's incredibly well travelled 1959 Kombi



Military vehicles included this much admired 1942 Schwimmwagen owned by Phil Jarvis



A stunning pair of Karmann Ghias in convertible and coupe guise, the convertible being a 1958 model owned by Barry Sidwell, while the coupé is Carl Carruthers' '56. It was imported from the USA in 2008 and is said to be an ex-drag race car!

The remainder of Type 2s could be found in the Sports Arena field. Note the storm clouds approaching, which hit Lavenham at midday

