A grand day out at Beaulieu International Autojumble 2026

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‘The essence of Beaulieu International Autojumble’. Photograph © Kim Henson.

Kim Henson reports on his visit to this year’s ‘Beaulieu’

International Autojumble…

(Words © Kim Henson, photographs © Kim Henson and Chris Adamson, as individually credited).
Grateful thanks to Chris for helping me cover several aspects of the event with his photographs; much appreciated.

It is certainly true that Beaulieu's long-running International Autojumble is not as huge as it used to be. Many factors have resulted in this situation, including fewer visitors from overseas, the growth of internet sales for classic components and vehicles, and the current high cost of travel (especially in terms of diesel fuel) for stallholders to attend).

So much for the bad news… On the plus side, there are still so many stalls and items on offer for sale (in addition to vehicles) that it takes some doing to get round the show and see it all in a single day (and indeed again this year I failed in this mission!).
It should be noted too that for many people (including me) this event is as much a looked forward to 'social' event as a marketplace, meaning that inevitably time can be spent chatting and catching up with fellow enthusiasts/friends as the stalls are toured.

In addition to the components galore on offer, plus vehicles for sale in the Automart and Dealermart sections, a notable attractive feature of the event was the Classic Car Park (in which pre-booked pre year 2000 classics could be parked within the site, close to all the autojumble action).

My tour
I attended on the Saturday of this year's event, and as always, I enjoyed walking around the stalls and 'scanning' items on offer. I did have a few specific 'wants' on my shortlist this year, and was successful in finding most of my required items, plus a number of additional ones that I found along the way! More of these anon.

Particular body panels of note that I spotted on my tour included those for vehicles ranging from pre-War MGs to 'perpendicular' Ford Prefects, to Classic/Capri models from the early

1960s, to Cortina 1600Es, to Ford Escort Mark IIs to Capri Mark II/III models, to MGs from the pre-War era to the 1980s, and Vauxhall Cavaliers from the mid-1970s. I also saw ‘new old stock’ front grilles for cars ranging from a 1980s Daimler to a Ford Escort Mark II, and from a Rover P6B to a Vanden Plas 3 Litre saloon.



‘Perpendicular’ Ford Prefect front wings and other items. Photograph © Kim Henson.



MG panels and other components in quantity… Photograph © Kim Henson.



‘New old stock’ bumpers galore. Photograph © Kim Henson.



Front grilles and trim strips for a variety of classics. Photograph © Kim Henson.

Mechanical units on offer included engines galore (notably MG and Jaguar units) and gearboxes of many types.



Morris ‘flatnose’ and ‘bullnose’ mechanical spares here. Photograph © Kim Henson.

Other running gear components that I noticed were a set of ‘proper’ wheels for a Ford Cortina Lotus (photograph below), and various ‘new old stock’ coil springs, steering racks, king pin sets, ball joints etc, for a variety of classics.



Cortina Lotus wheels and Escort Mark II grilles on this stall. Photograph © Kim Henson.

There were many car club stands in evidence, including those serving the Austins A30/A35, front wheel drive BSAs (photograph below), Morris models from across the decades, Standards and Wolseleys.



Photograph © Kim Henson.

As always I was pleased to browse through some of the beautifully printed original brochures and invaluable handbooks/manuals, etc, produced by the motor manufacturers of the past, and found some old motoring-related photographic prints from around 100 years ago.

I should also mention the array of classic toys on offer, ranging from boxed Dinky, Corgi , Spot-on and Matchbox models to commercially available and individually crafted larger vehicles and model buildings. I enjoyed seeing a home-made wooden two storey garage, complete with ramps, a wonderful fire engine and several Austin J40 pedal cars. Any of these items I would have been very happy to own as a lad!



Photograph © Kim Henson.



Photograph © Kim Henson.

The photographs below depicts some of the stalls that I found especially interesting. As just one example, I spent some time on the ‘Vintage and Classic Shock Absorbers’ stand, chatting and learning about the overhaul services they provide to restore friction and hydraulic units dating back to pre-War days. (Two photographs below). For more information please go to: https://www.vintageandclassicshockabsorbers.co.uk/

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Resilient Kevlar coolant hoses on the JB Vintage Spares stand; https://www.jbvintagespares.co.uk/. Photograph © Kim Henson.

Classic Car Park



A selection of the cars in the Classic Car Park. Photograph © Kim Henson.

I found the ‘Classic Car Park’ to be an interesting area to explore; what a great idea this is. One rarity that personally I was delighted to see was a 1939 Standard Flying Fourteen Touring Saloon, one of just a handful (perhaps only three) left on the road in the UK (photograph below). Another favourite (among many) for me was an Austin A70 Hereford pick-up.



Photograph © Kim Henson.



A fabulous Austin A70 Hereford pick-up. Photograph © Kim Henson.

My colleague Chris Adamson was busy with his camera in the Classic Car Park too, and the following vehicles were among those he highlighted… (Note: The information about each vehicle is as described by its owner).

All photographs in this section (below) © Chris Adamson.



This elegant 1980 Aston Martin ‘V8 Series IV Oscar India’ (above) has been in its current ownership for 25 years. Under the sleek bonnet is a 5.3 litre V8 developing approximately 300 bhp; enough for a zero to 60 mph time of 7.5 seconds and a top speed of about 145 mph.



Volkswagen's Scirocco Storm differed from other Mark 1 versions (GLS and GLI) by having leather upholstery and a variety of other upgrades from the factory. This one dates from 1981. and is said to be one of just 618 imported between 1979 and 1981, with 369 of those arriving here in 1981.



The owner of this 1948 Sunbeam Talbot 10 has had the car for just two months, but notes too that ‘My dad had one!’. That’s a great reason for buying a classic, I feel. This rare Sunbeam Talbot is powered by an 1185cc 9.8 HP four cylinder engine. The car is called ‘Hilda’ after its previous owner.



This ‘Mark 1’ Ford Fiesta has so far been owned for just a week by its current owner; it’s a 1.1 litre ‘L’ version, in Venetian Red.



In its current ownership since 1974, this smart 1952 MG YB has been upgraded with an MGB engine, overdrive gearbox and higher ratio (4.3:1) axle, and has been enjoyed on tours taking in Austria, Italy, Denmark and Sweden.



This marvellous 1935 Austin Seven ‘Ruby’ was put back on the road in 2022 after a lay-up of probably 60+ years, with much remedial work having been carried out in the last two decades. It is a ‘basic’ version without bumpers or sun roof. The current owner has had the car for 18 years and says it is used as a daily driver; great to contemplate!



Completely refurbished in 2022, and in the hands of its current owner for a year, this 1966 Chevrolet Corvair features a rear-mounted ‘flat’ six cylinder engine and two speed ‘Superglide’ transmission. This car was chosen by Jon Murden, Chief Executive of the National Motor Museum, as ‘Car Of The Day’ on the Saturday of the show.



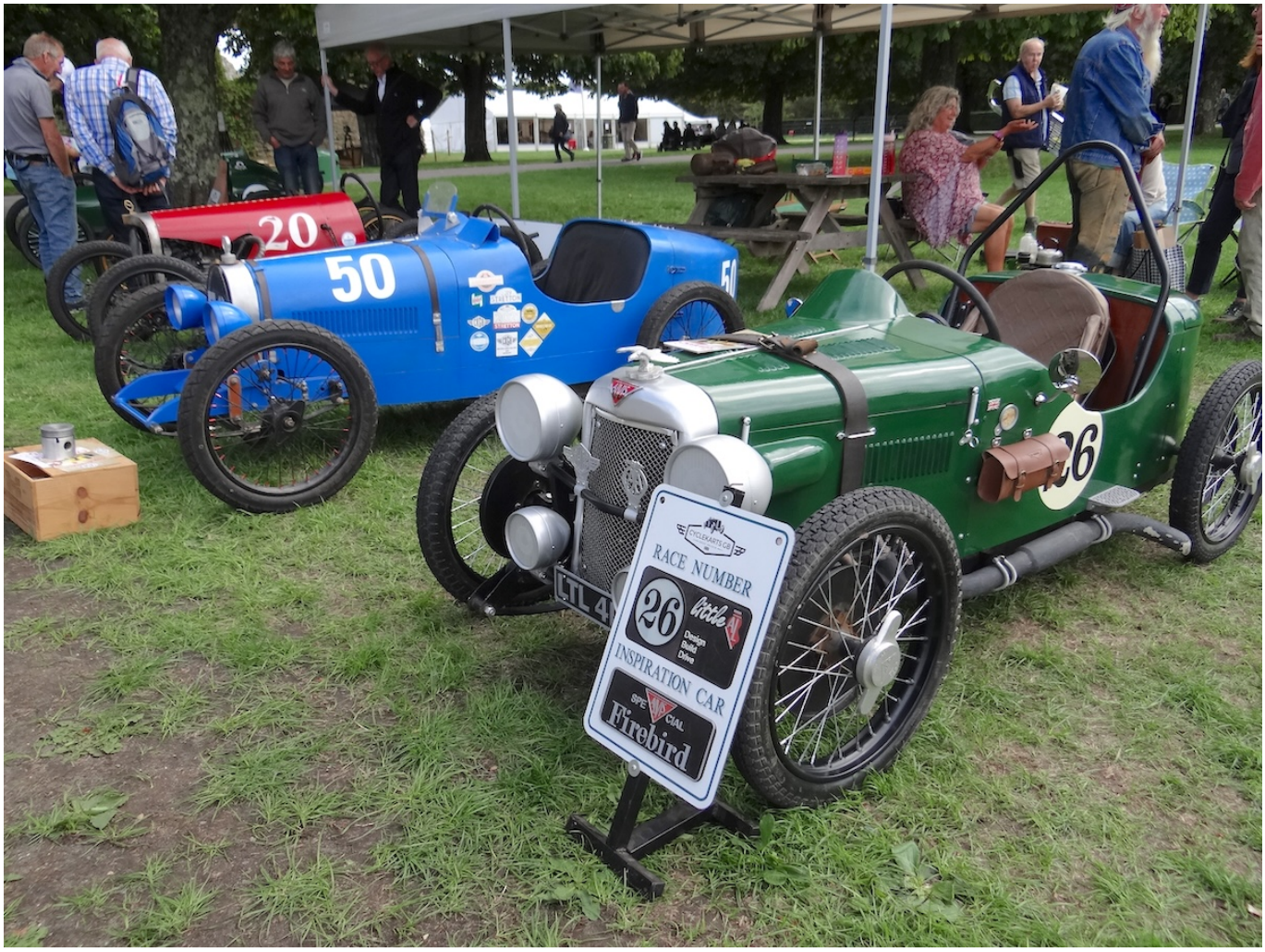
In the care of its current owner for 14 years, this rare 1963 Lancia Flavia, with ‘lots of history’ is powered by a fuel-injected 1.8 litre ‘flat’ four cylinder engine. The owner says he is thinking of selling the car.



Austin's 900cc Eight was introduced in 1939 and production continued after World War 2. To avoid import tariffs in Australia, rolling chassis were exported from the UK and fitted with locally-built bodywork, in this case with a coachbuilt Tourer body by Ruskin.
This car was repatriated to the UK in 2015.



This great line-up of classic MGs was lovely to see; the cars are owned by Dutch enthusiasts who drove to Beaulieu via Harwich just to be at the Autojumble event.



Another fascinating display was a line-up of cycle cars, three of which are seen here.

Automart

There was a wide variety of vehicles for sale at this year's event. The cars in our photo gallery below were among those that caught the eye of Chris Adamson…
(Note: The information given here on each car was as provided by its seller).

All photographs in this section (below) © Chris Adamson.



This Dutch Burton sports car (above) was built in 2019 around a 1990 Citroën 2CV chassis, 602cc engine and suspension and imported to the UK about two years ago. It is said to be one of about 1,400 Burtons built in the last quarter of a century.



This attractive looking six cylinder MGC Roadster was priced at £18,750.



This 1959 Alvis TD21 has been in the hands of the same owner for 51 years and on sale with ‘loads of history, books, etc.’. The asking price? £22,500 o.n.o.



For anyone fancying a replica Porsche 356 (VW 1600 Sport based), this 1971 example, with a mileage said to be 15,604, could be of interest. The price shown was £18.500.



Dating from 1970, this 4.2 litre Jaguar E Type Series 2+2, is said to have been comprehensively rebuilt in 2010 and to have undergone recent recommissioning at a cost of £6,500; it carried a price tag of £45,000.



Toyota Celicas have gained classic interest in recent years and this good-looking 1971 TA22 version, upgraded with a T50 five speed gearbox, was offered for £19,995. The vendor's description of the car noted that it comes with 'Honest cosmetic imperfections – improve as you enjoy'.



For anyone looking for an ‘original’ R0lls-Royce 20/25, this still-elegant 1934 example was for sale at £15,000.

VERDICT



Photograph © Kim Henson.

Fun, useful, enjoyable; this year's 'Beaulieu' had a happy buzz about it and from my perspective it represented a major highlight in terms of 2026 events.

What did I buy? Perhaps not a lot in terms of quantity, but I was more than delighted to find some genuine 'new old stock' Lucas ignition and other electrical system components for one of my old Austins, some ready-to fit brake shoe assemblies for a 1946 Standard belonging to a friend, some protective plastic covers (produced for 'Shell') for classic car record books, and a tin of bodywork seam sealer.
Perhaps more importantly, it was great to meet enthusiast friends around the show, and to talk with some of the stallholders, especially those providing unique products for our older

vehicles, and to learn more!

I will leave you with a ‘slide show’ of further photographs taken around the show by Chris… All photographs in this section (below) © Chris Adamson.

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BEAULIEU AUTOJUMBLE PROVISIONAL DATES NEXT YEAR:

They tell us:

Spring Autojumble: 15th/16th May 2027

International Autojumble: 11th/12th September 2027

ADDITIONAL INFORMATION REGARDING THE 2026 EVENT; UPDATE AT 15th SEPTEMBER 2026

Beaulieu tells us (all words below from the Beaulieu team)…

Exhibitor Andy Shepherd was surprised with a celebratory cake and card from Beaulieu to mark an impressive 56 years of trading at the International Autojumble. Andy first exhibited in 1969, aged just 19, arriving to the Autojumble in style in his 1929 Rolls-Royce. Fast forward 56 years, Andy is still a regular exhibitor, putting the same care into his stand and offering visitors a wonderful collection of motoring wares. Likewise, special recognition was given to Dutch visitor, Herman Arentsen, who celebrated 50 years of attending the Beaulieu Autojumble.

Each year, the Best Stand Award celebrates the stallholder whose display best captures the spirit and character of the International Autojumble. This year, the award went to Classic Rover Parts, the Holland-based specialists, who have been exhibiting at the International Autojumble for more than 20 years. Their stand was packed with fantastic Rover parts and

memorabilia, while the team added to the bright display by sporting their own custom 'Autojumble Team Holland' outfits.

The team of six were congratulated by Russell Bowman, Managing Director of Beaulieu Enterprises, alongside Danny Hopkins from *Practical Classics*. The trophy was presented by Lolly Lee, in memory of her late father, and avid autojumbler, Terry Lee.

Praising the winning stand, Danny said: "We just love that you've really made an effort to bring something nice and colourful to the fields, and also that you've come from Europe. It's the International Autojumble, and we want to celebrate that and welcome you back again."

Back for a second year and bigger than last year in response to its popularity, the Classic Car Park gave visitors the opportunity to take a break from the Autojumble and admire an eclectic display of pre-2000 vehicles. With a fresh line-up on both Saturday and Sunday, the showcase featured an impressive variety of unique and rare vehicles, from classic VW campers to elegant Austins and even a hearse. The display also welcomed 'Herbie', the famous Volkswagen Beetle race car. Judges faced the difficult task of selecting their Show Favourite each day, with Steve and Lynn Morgan taking the coveted trophy on Saturday for their 1966 Chevrolet Corvair, presented by Dr Jon Murden, Chief Executive of the National Motor Museum. Lynn said: "It's a bit quirky and different. It has a mind of its own – you have to give it notice to brake!" On Sunday, the trophy went to Gregg Shadbolt for his stunning blue 1961 Vauxhall Cresta. For Gregg, the Cresta is about much more than just the car. Gregg said: "It represents an era of the '60s when it was a liberating time."

For the first time this year, live music added to the atmosphere at the International Autojumble, with Vinyl DJ Retro Grooves playing an upbeat selection of tunes across both days. Visitors could grab a refreshment, relax on the hay bales and enjoy the music while taking in the lively Autojumble atmosphere.

The entertainment continued with a host of additional features this year. In the fields, visitors could watch vintage motor bicycle start-ups, as exhibitor Mark Walker demonstrated

some of his 1920s bikes running on training rollers at various points throughout the event. Music also featured at the show, with exhibitor Ed Hughes performing pre-war jazz and dance music on piano from his stand. Meanwhile, Cyclekarts GB Club exhibited an eye-catching display, showcasing their handmade, lightweight sports machines inspired by pre-war racing cars, while introducing visitors to the club and the fascinating world of cyclekarting.

Some familiar faces were in attendance at the iconic Autojumble, including Dominic Chinea, the talented metalworker from BBC's *The Repair Shop*. The Autojumble provided the perfect chance to find parts for current projects and get inspiration for the next. Keep an eye on his YouTube channel to find out what he got up to.

Also browsing the stands was Steph Hoy, better known as *idriveaclassic* on YouTube. With a love of both classic cars and vintage fashion, Steph was in her element scouring the Autojumble, with plenty to catch her eye in both departments.

Show media partner Practical Classics also returned, bringing their workshop-themed stand to the show. The team were busy chatting to visitors about their latest automotive projects, as well as enjoying some time to do a little treasure hunting of their own.