New bigger six-car stand for Standard Motor Club at Stoneleigh

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Author:

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Standard's Flying Eight was introduced by the company as a compact, economical and well-built model, not long before the outbreak of the Second World War.

The Club tells us:

(All words and photographs from the Standard Motor Club).

The Standard Motor Club will now have a six-car display at this year's Restoration Show and Spares Market at Stoneleigh Park, Warwickshire, having originally been offered space for just three. This premium classic car show and autojumble takes place on Sunday 25 October 2026.

The cars to be displayed are as follows:

1947 Standard Flying Eight Tourer

A stunning drophead find by Shaun Russell is this 1947 Standard Flying Eight Tourer.

1939 Standard Flying Eight

Displayed on this occasion outside the Flying Standard pub in Coventry city centre, which has an identical car on its sign.

Paul Dowson's 1939 Flying Eight is a complete contrast to the 1947 model having been restored to near concours condition. It has a few detail differences to the post war model to catch out unwary restorers and of course, is a saloon. Paul's car has been in regular Show use around the Midlands for many years.

1957 Standard Eight Gold Star

Another Midlands stalwart is Standard Motor Club chairman Peter Lockley's Standard Eight Gold Star.

Peter Lockley's 1957 Eight Gold Star model is an example of the 1957 facelift of the Standard Eight – advertised as having eight new plus features over earlier models, including an opening bootlid, radiator grille, carpets and a Gold Star Power Plus engine. It is an incredibly useful car for the Club, with a cavernous luggage space when the rear seat is folded down.

1937 Standard Flying Twelve

Now based in Northampton, this beautiful Standard Flying Twelve is recently back on the road after some restoration work.

Terry and Lynn Oxley's 1937 Flying Light Twelve, essentially a Standard Flying Ten with a Twelve engine, has just emerged from a long ongoing restoration since it was bought from the widow of the previous owner. It is one of the first models of the well known Flying Standard range, but predates the later waterfall grille. This particular car has an amazing history having seen usage by the original owner and his family in France and Denmark and returned to France for a holiday with a later owner in the 1990s. It now leads a more sedate existence.

1957 Standard Ten Companion

Seen earlier in the year at the British Motor Museum, this cracking exhibit is a Standard Ten Companion.

Norman Smith's 1957 Ten Companion was restored in Hall Green, Birmingham from a wreck over several years by late Club stalwart, Brian Birch and is now based in nearby Solihull. It is the estate car version of the Eight and Ten range and this is the early twin cargo door version. Later cars had a single cargo door. When Brian put the car back on the road he believed it was the only active example, but two more have since been restored and put back on the road with a couple of others awaiting restoration.

1958 Standard Pennant

An eye-catching ongoing restoration project is this spectacular Standard Pennant.

Last, but not least, is Andy Shaw's 1958 Pennant. It has been modified mechanically with the final 1500cc incarnation of the Standard SC (Small Car) engine which started life as 803cc in the Standard Eight. With the mechanicals complete, Andy is gradually getting the car back to its Pennant appearance having now refitted the chrome side strips back onto the car. It has appeared in publicity for the Show.

For more information about the Standard Motor Club, including how to join, please go to:

https://www.standardmotorclub.org.uk/