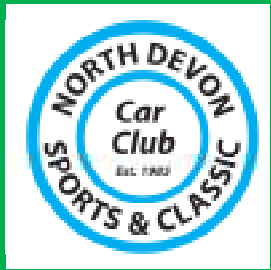


North Devon Sports and Classic Car Club



June 2020



Find us on:
facebook®

**MR 2
Mk 1**



**MR 2
Mk 2**



**MR 2
Mk 3**



CHAIRMAN'S CHAT

I hope you are all keeping well, by now the house, garden and car must be freshly painted, immaculate and very well fettled. It looks as if the majority of the summer shows have now been cancelled, the latest being the Merry Harrier's show on August Bank Holiday. However there does seem some light at the end of the tunnel as it appears the motor sports calendar may well be starting from July 4th with social distancing in place. That being the case and provided the rules on social gathering numbers has been relaxed I can see the potential for some July picnic type runs involving social distancing. In the meantime we will just have to satisfy our classic/sportscar urges with a few solo drives out. I can remember the rumour "when I were a lad" that bromide was put in the tea at Royal Navy new entrant establishments to quell certain urges for the opposite sex when night leave was granted. Chocolate and red wine seem to have worked well so far when looking at my MG in the garage!

Let's hope that things continue to improve and that the selfishness of a few don't put us back into lockdown. I suspect the car scene will not be the same in the immediate future, I can't see how big indoor events at the NEC or other indoor exhibition centres can go ahead. However I can see more and more "drives out" being enjoyed by car enthusiasts which in some way is not such a bad thing as after all the cars were made to be driven rather than ogled at all the time (take your pick bromide or chocolate and red wine). The depressed fuel prices will even help make up for the extra mileage.

Keep a look out on Facebook and your E mail account for the next events, the Committee has a few options ready to go at short notice so flasks and hampers at the ready!

Cheers
Tim

NDSCCC - MEMBERSHIP NEWS

The fact you have received this newsletter means we have received your membership for 2020, so thank you.

The Club does have annual costs, even if there are no shows, such as insurance, website costs, subscriptions etc, so its important that we keep the member subscriptions coming in.

However, owing to the fact that all events until the end of June (at least) have been cancelled, the Committee have taken the action to roll over your membership to include 2021.

And more good news. You do not have to do anything, the Membership Secretary has it all computerised !!

If you know of any members who have not renewed, please tell them to re-join as soon as possible and they too can benefit from the extended membership offer But hurry it ends soon!

So, we are keeping an eye on the Government restrictions, and indeed on the advice of our insurers, and with luck we will get those cars on the road later in the summer!

Our Facebook page and Website will be kept up to date as and when things change and of course the monthly Newsletter will keep you informed.

NDSCCC COMMITTEE

North Devon Sports and Classic Car Club

Founded 1985

<p style="text-align: center;">CHAIR</p> <p>Tim Hatcher The Old Smithy Ash Mill South Molton Devon EX36 4QT 01769551861 – 07968434577 chairman@ndscce.co.uk</p>	<p style="text-align: center;">VICE CHAIR</p> <p>John Whitehead 01271 866213 - 07752 576668 johnandjoanw@gmail.com</p>
<p style="text-align: center;">SECRETARY</p> <p>Clare Kane 152 Moreton Park Rd Bideford Devon EX39 3HB 07837 364841 secretary@ndscce.co.uk</p>	<p style="text-align: center;">MEMBERSHIP SECRETARY</p> <p>Bob Meller 40 Daneshay Northam Devon EX39 1DG 07773 578282 club@ndscce.co.uk</p>
<p style="text-align: center;">TREASURER</p> <p>Clive England The Acers Goats Hill Rd Northam, Devon EX39 1AJ 01237 700776 clive@spikynorman.net</p>	<p style="text-align: center;">EVENTS</p> <p>Glen Merritt – 07882 576223 glenmerrittlf@gmail.com</p> <p>Mark Coles— 01271 375952 desdec@hotmail.com</p> <p>Di Coles - 01271 375952 desdec@hotmail.com</p>
<p style="text-align: center;">NEWSLETTER EDITOR</p> <p>Bob Meller ndscce.newsletter@gmail.com</p>	<p style="text-align: center;">CHARITY & FUNDRAISING LIAISON</p> <p>Ann Whitehead 01271 866213 annwhitehead@talktalk.net</p>
<p style="text-align: center;">MERCHANDISE CO-ORDINATOR</p> <p>Rob Martin – robjohnmartin60@gmail.com</p>	<p style="text-align: center;">MEDIA TECHNICIAN</p> <p>Tim Barker - Website / Social Media tjambarker@yahoo.com</p>
<p style="text-align: center;">NOSH AND NATTER REP.</p> <p>Nick Peace – nick.xk120@btinternet.com</p>	<p style="text-align: center;">SOCIAL</p> <p>Judy Down jdown24@hotmail.com</p>

NDSCCC EVENTS CALENDAR 2020 / 2021 Version 3

This is changing weekly

Please check Facebook and the Website for up to date information

Date	Event	NDSCCC event	Club Stand	Contacts
11th—12th July 2020	Powderham Show Powderham Castle EX6 8JQ	No	Yes	John Whitehead johnandjoanw@gmail.com Booking form on website
16th July 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
18th / 19th July 2020	Heritage Weekend The Puffing Billy Torrington	No	Yes	Rob Martin robmartin60@gmail.com
19th July 2020	Rose Ash Revel South Molton EX36 4RA	No	No	Ross Griffin ross@shmooautomotive.co.uk
26th July 2020	Braunton Wheels	No	Yes	Alex Lain alexaston@gmail.com
August 2020 TBC	Combe Martin Show Pack of Cards Combe Martin EX34 0ET	No	No	Dave Coomber 01271 883429
13th August 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
August 2020 TBC	Thornfalcon Classic Taunton Somerset TA3 5NB	No	Yes	Details TBA
31st August 2020	Merry Harriers Merry Harriers Garden Centre EX39 5QH	No	Yes	Lorna Serna lorna@merryharriers.org.uk 01267 431611 Booking form on website
September 2020	Children's Hospice Run New Inn Fremington EX31 2NT	No	No	Diane and Bob Harrison 01271 860914 Booking form on website

NDSCCC EVENTS CALENDAR 2020

See Website for latest details / entry forms (www.ndsccc.co.uk)

Date	Event	NDSCCC event	Club Stand	Contacts
10th September 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
September 2020 TBC	Sidmouth Display	No	No	Details TBA
20th September 2020	Drive It Day - 2nd attempt RAF Davidstow Moor Camelford PL32 9YF	Yes	Yes	Anthony Kane antkane25@gmail.com Entry form on website
October 2020 TBC	Castle Combe Autumn Classic Chippenham SN14 7EY	No	Yes	Details TBA
8th October 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
October 2020 TBC	Autumn Run	Yes	No	Tim Hatcher timhatcher63@gmail.com
25th October 2020	Breakfast Meet 09.30	Yes	No	Details TBA
12th November 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
29th November 2020	Breakfast Meet 09.30 The Panniers Barnstaple	Yes	No	Just turn up
29th November 2020	Pannier Market, Barnstaple EX31 1SY	Yes	Yes	Glenn Merritt glenmerrittlf@gmail.com Booking form on website
December 2020 TBC	Nosh and Natter, Christmas meal 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
January 2021 TBC	Post Christmas meal Venue TBC	Yes	No	Judy Down jdown24@hotmail.com
31st January 2021	Breakfast Meet 09.30	Yes	No	Details TBA
28th February 2021	Breakfast Meet 09.30	Yes	No	Details TBA

NDSCCC Golden Pencil Award

Members are invited to submit a short article for the chance of winning a prize at the 2020 AGM

This month— Tim Hatcher —Jensen GT Part 2

So with the bare shell and engine bay all painted it was time to start the fitting up of the bonnet, wings and doors.



The doors themselves are GT specific as they have the mounting points for the electric window motors and regulators and unfortunately one was really past repairing. On the up side I hadn't visited Derbyshire for a while so when I saw an advert for some GT parts to be sold as a "joblot" and with a pair of ex USA doors amongst the lot, I decided a day out with Kate was in order. Now Kate would say that I only took her along to share the driving.....

On any restoration I always try and use the doors that I am actually going to use on the car during the fitting up process.

Having rebuilt the sills on many MGBs I have learned that not all doors are the same, yes they are all made on the same press tools etc but some just seem to fit better than others and on different cars. Once I was comfortable with the fitting of the all the body panels together and on the shell they all were removed so that they could be lightly media blasted, both front and back and then painted underneath with stonechip and white topcoat and on top with etch primer.



Then they were all finally fitted using factory fittings and a PU adhesive seam sealer for good measure.

Whilst the panel fitment was ongoing the suspension was stripped, all bushes removed media blasted and powder coated. The rear axle was media blasted and then painted in POR 15 chassis black. New polyurethane (Superpro) were fitted and the suspension rebuilt with new bearings and discs etc and refitted to give a rolling and panelled car.

Continued....

NDSCCC Golden Pencil Award

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This month— Tim Hatcher —Jensen GT Part 2

Once back in the spray booth the exterior of the car was painted in a 2 pack epoxy primer and similarly the doors and bonnet but separately. I was then able to start the body shaping process, this involved filling rubbing down spraying yet more primer, adding a guide coat, blocking down, spraying more primer, blocking down.....etc before a Jensen white base coat and lacquer. Its always great to get a car in one colour be it primer or a final colour as its not until the car is one colour that you can begin to “see” the finished article. You will probably notice that the roof has remained in 2 pack waterproof primer post the final lacquer, but more on that in Part 3!



NDSCCC - Model Info /Member Research

The Three noses of MR Two

The Toyota MR2 By Clive England

Model and years	Engine size / gears	Body Styles	Notable features	Current approx. costs
MR2 Mk1a & Mk1b 1984–1989	AW10 - 1.5L Petrol AW11 - 1.6L DOHC 5 speed manual , 4 auto	Hard top and T-Bar	Super charger on some Japan domestic cars	£300 project to £7,000 mint
MR2 Mk2 GT Coupe and GT T-Bar 1989–1999	SW20: Various 2.0L some Turbos	Tin top and T-Bar coupe. Also unbranded Spyder version	Rear Spoilers lots of aftermarket body kits and goodies.	£300 project to £5000 mint or special racer
MR2 "Spyder" and "Roadster" 1999–2007 aka	W30: 1.8L Petrol 5 or 6 speed gearbox	Soft-top with removable hard top option	SMT paddle gear shift option	£300 Project to £6,000 mint

Mk1 A & B 1984 - 1989

The Toyota MR2 (midship runabout) was introduced at the Tokyo motor show in October 1983 and launched the following year to the UK and USA markets. Using a fuel injection, 4 cylinder DOHC design generating just over 100HP, weighed in at just over a tonne. The sprightly car could easily out run both of its contemporaries the Fiat X-19 and USA Pontiac Fiero. The MX5 appeared a few years later in '89 as a soft top from the start.

A super charger was introduced a couple of years later to the Japan and US markets but was not sold directly in the UK. The supercharger was belt-driven but actuated by an electromagnetic clutch, so that it would not be driven except when needed, increasing fuel economy.

Worst feature: MK1's rust from the inside out due to aerial (Mk1a) and roof drains sending water into the sills.

When the engine is operated the heat warms the moisture which causes condensation in lower sills, which settles over rear arches and box sections. They then rot out. Earlier engines were less robust with smaller internal components such as crank and rods. Brake calliper and discs were smaller in earlier cars and suspension components less durable.

Drivers opinion. from Overtake films "When I first saw it I remember think wow that design is so right. The engine really likes to rev with a red line at 7750 rpm making about 123 hp. It comes alive as soon as you sit in it. It feels agile. It has no ABS or power steering but it feels lighter than a front wheel drive Peugeot 205. The more you work the car the more it does for you. It feels way more sorted and capable and planted than a modern car."

Also See 1987 Toyota Mk1 MR2 AW11 Review and Drive - Why it's a little bit of Magic on 4 wheels <https://www.youtube.com/watch?v=7rSvzch7Fis>

Continued....

NDSCCC - Model Info /Member Research

The Three noses of MR Two

The Toyota MR2 By Clive England

Mk2 Coupe 1989-1999

The MK2 version of the MR2 moved to a more rounded body style from the very wedge Mk1 and introduced larger 2.0L engines. The new car was larger, weighed 159 to 181 kg more than its predecessor due to having a more luxurious and spacious cabin, larger engine sizes, sturdier transaxle, and a more durable suspension setup. The overall design of the automobile received more rounded, streamlined styling, with some calling the MR2 SW20 a "baby Ferrari" or "poor man's Ferrari", since the car did have several design cues borrowed from Ferrari.

There were no turbo models officially offered to the European market but many Japanese import models were sold and re-sold via the grey JDM import market. This car extensively adopted by the racing and moving scene of the early 00's with a proliferation of after market parts and upgrades available directly from Japan and other suppliers.

Worst feature : Snap oversteer on early models during in-corner lift-offs like many mid and rear engine cars. Finally the "hose from hell" - a coolant hose so buried in the mid engine bay and surrounded on all side that it requires an engine drop to replace.

Drivers opinion. from Rex H. "Has a small throw clutch and short throw shifter. You can feel everything that engine is doing. The steering is sharp and there are no plastic creeks and noises. Overall driving experience very nice casual drive and aggressive as you want to be. Handling all the bumps very well. Interior is big enough for up to about six foot three. "

See also Five things to know about a MR2 Turbo. https://www.youtube.com/watch?v=EgOA_P6EkVQ

and Youtube on <https://www.youtube.com/watch?v=pMaP6e6G0Vg>

Mk3 Roadster 1999 - 2007

The final car of the sequence is the round Mk3 version that continued the mid engine format but lightened the weight and moved to 1.8L Twin Cam engines. Unlike its predecessors, however, the engine was placed onto the car the other way round, with the [exhaust manifold](#) towards the rear of the car instead of towards the front. The retractable soft and optional removable hardtop replaced the fixed and T-bar top-lines. The MR2 Spyder chief engineer Harunori Shiratori said, "First, we wanted true driver enjoyment, blending good movement, low inertia and light weight. Then, a long wheelbase to achieve high stability and fresh new styling; a mid-engine design to create excellent handling and steering without the weight of the engine up front; a body structure as simple as possible to allow for easy customizing, and low cost to the consumer."

Some owner switched out the [1ZZ-FE](#) engine in exchange for the 141 kW; 189 bhp; 192 PS [2ZZ-GE](#) found in the US-market Celica GTS

Worst features : Very small luggage space and digests own pre-cat from exhausts manifold.

Drivers opinion. from Doug DeMuro "Everything is nice and well put together, nothing is extremely luxurious or special, looks durable. Clutch and shifters are easy. Flooring it - it moves but not tremendously quickly. It could have been a little faster. It's a little harsh. I am surprised how precise the steering and the handling is very responsive. It's nice being in an open top car roof down being that guy. It really is Toyota take on a sports car, durable and quick handling. This car is cool."

See more at ... YouTube <https://www.youtube.com/watch?v=IW0v505p60U>

Continued...

NDSCCC - Model Info /Member Research

The Three noses of MR Two

The Toyota MR2 By Clive England

For the Racers: The 750 Motor club has runs a MR2 challenge series with entries for all the versions. Double race weekends are run seven times (in normal years) at top UK circuits. For car race gamers the Toyota MR2 appears in every main [Gran Turismo](#) game to date since the original *Gran Turismo*. Although initially not available in [Gran Turismo Sport](#), the 1997 MR2 GT-S was later introduced as part of Update 1.13, released on February 28, 2018. The first and third generations are available in every game starting from Gran Turismo 2.

Future collectability : The march of time is eating many of the early cars with a combination of rust and racing making finding a good original version harder over time. Engine parts are generally still available but trim and special parts are getting hard to locate. An experienced mechanic remarked "It is in common with most if not all, mid-engined cars, if you have 3 or more jobs to do on the engine/transmission, it's quicker to pull the engine out. Which, incidentally, is easier to do from underneath, ie. drop it out the bottom, clearly easier to do if you have a lift!"

Many of the sources of after market upgrades have moved on to new models but have left a rich heritage to be discovered in the recycle market. The 80s are swinging back into fashion with fast Fords from that era pushing prices sky-high maybe it's time to look around for other desirable cars from that time.

MR 2
Mk 1



MR 2
Mk 2



MR 2
Mk 3



Letter from FBHVC Chairman



We find ourselves in challenging times and of course we currently have no idea of what normality will look like when it arrives. The Federation has over 250,000 historic vehicle enthusiasts and therefore by the law of averages some of your members will have made the ultimate sacrifice to COVID-19 and to those in those circumstances we extend our sincere sympathy.

After COVID-19 there is likely to be a massive amount of activity by HM Government implementing new legislation and actions to recover many of the costs of fighting the virus. We need to ensure historic vehicles are not adversely impacted by these actions which are likely to pass through parliament quickly.

Whilst writing I would also like to remind you of the matters on which we are currently representing our members:

- Department for Transport E10 Fuel Consultation
- Department for Transport Certificate of Professional Competence periodic training for lorry, bus and coach drivers
- Department for Transport Tyre Consultation for certain classes of vehicles
- Low and Ultra Low emission zones in Greater London
- Clean Air Zones in numerous regional locations such as Birmingham, Leeds and Oxford each with differing legislative conditions
- Driver & Vehicle Licensing Agency - various long-term issues relating to Vehicle Policy. We have just been advised that several team members have left the Agency, a new team is now in place and we are very proactive developing new relationships
- Department for Education funding for apprenticeship training programmes
- 2021 will mark the launch of our next 5-year research programme, preparation work is already in progress. This work will be more fundamental to the historic vehicle movement than any previous report and we need to ensure that is reflected with a comprehensive report.
- Work with The Heritage Alliance and National Trust to ensure historic vehicles are well recognised as part of our national heritage which will support our negotiations with government and their agencies.

Yours sincerely

David Whale
Chairman

NDSCCC - CLUB SHOP

Club Logo Mugs and Pin Badges

We have had some mugs printed, they are available from the Chairman via email. They are £5 per mug and can be collected from a show or posted for extra cost. We also have our pin badges. Made out of metal with an enamelled face displaying our logo. A nice high quality item, priced at £5 plus postage or collection from a show. The Caps are £10 and we also have some remaining calendars in stock which can be purchased for £3 each.

Available from REGALIA SECRETARY Rob Martin— robjohnmartin60@gmail.com



CLUB T SHIRTS AND FLEECES ETC

A local company has agreed to produce, pack and post T shirts, Fleecees and caps etc with the Club logo on.

This saves Committee members having to organise it and paying up front out of their own pockets. The website address is as below and the prices are the same as we have paid before albeit there is now a post and packing charge.

Order yours now from: <https://www.portlantis.com>

Email trudy.reynolds@portlantis.com. Telephone 07795 565975.

or speak to your REGALIA SECRETARY Rob Martin— robjohnmartin60@gmail.com

NDSCCC - MEMBER ADVERTISEMENT

For sale

Mini cooper London 2012 special edition - £5999

Contact Alice England for details

Alice@Westwardhouse.com Mob: 07596 790951

I am reluctantly selling my lovely special edition mini due to the need to upsize for a growing family. The car is great fun to drive and fairly cheap to run. It's very cheap to insure and tax. It gets good MPG and has needed very little mechanical intervention. It has recently had a new set of spark plugs, oil change and has had two sets of tires since purchase but that's it.

Info:

52000 miles, 1.6 litre petrol engine, 2 owners, Full service history, 2 keys, 6 speed gear box, 4 seats, 3 door hatch back.

Spark plugs recently changed

15 inch white alloys, decent tread left on tires

Features:

- Front heated seats
- Leather seats throughout with red and blue stitching, white trim and 2012 logo
- Air conditioning
- Bluetooth hands free calling
- Cd player and DAB radio
- Interior lighting pack
- Cargo nets in boot
- John cooper works mats
- Cup holders and secret compartment
- Cruise control
- London skyline and leather effect dash and trim
- Leather steering wheel with controls for radio and cruise control
- Blue metallic paint
- 15inch white colour coordinated alloys
- 2012 indicator flash
- Reverse parking sensors.



The car is 8 years old and does have a few dints and scratches, which are to be expected. None affect use and are very superficial. The red part of special stripe on the bonnet has unfortunately faded, no idea why as he lives in a garage! They are also flaking slightly on the roof. I had the huge London 2012 logo removed from the roof on purchase as it was a little large. I also changed out the original alloys, as they just were not practical in Devon! The parking sensors are also after market but fitted by BMW on purchase.

They only made 2012 of this series to celebrate the London Olympics. It is best viewed in person as I don't think the photos do it justice. This car is a great example of the modern minis and still has a lot of mini miles in it!

<https://www.press.bmwgroup.com/.../mini-london-2012-edition-h...>

I am aware that lockdown is inhibiting car sales at the moment but I'm very happy to perform a virtual tour or arrange a socially distanced viewing. I'm keen to get a buyer lined up, even if it has to wait for lockdown to end so would be prepared to take a deposit to hold it if the right person comes along. I will also arrange a professional valet before it goes (if possible). Thank you for your interest. Continued...

NDSCCC - MEMBER ADVERTISEMENT

For sale

Mini cooper London 2012 special edition

Contact Alice England for details

Alice@Westwardhouse.com Mob: 07596 790951



NDSCCC - MEMBER ADVERTISEMENT

For sale

1972 Triumph TR6

Contact Tim for details

timhatcher63@gmail.com

Built in 1972, reg in 1973 CP with Overdrive, Sapphire Blue.

Heritage Certificate, Recent new battery, coil, leads and plugs

Recent new door skins

The following have been replaced:

Fixed fan with Kenlow, standard headlights with high power halogens, steel fuel tank with large aluminium tank

Bosch fuel pump with Revington outboard kit, lighting, wiper controls with Revington Column set.

The following have been installed:

Logic control overdrive switchgear, Sports exhaust and manifold, relays on all heavy current circuits

Bluetooth/phone compatible radio/CD, Power Assisted Steering system (Stag I believe), hazard flasher system, secondary bonnet release, improved sound installation.

Engine lightly balanced/tuned by Classic Marque 2011/2012

Running on Evans waterless coolant

Two sets of keys

Any questions— contact timhatcher63@gmail.com . Phone numbers etc on the Committee page.

Advertising on behalf of the current owner.



NDSCCC - MEMBER ADVERTISEMENT

For sale

1972 Triumph Stag 3Litre V8 Manual

Contact Tim for details

timhatcher63@gmail.com

1972 Triumph Stag in Tahiti Blue with a tan interior and black canvas hood. A manual overdrive car with a significant amount of recent history. Good alloys with recent tyres, comprehensively Waxoyled underneath. Recent bodywork includes inner and outer sills, wheel arches replaced and paint throughout (albeit there are a few storage marks in places). The Stag was prepared for continental touring throughout Europe and was used as such over the previous 5 years or so. Preps included cylinder head overhauls, cooling system upgrades, new shocks/springs, gearbox upgrade etc etc. The hood is in good condition, the recess that it folds down into (a known corrosion spot) is good and a steel hardtop will also come with the car (it was painted at the same time as the car and is in good condition steel wise but would benefit from some trim being re attached on the interior).

Quick look through the recent history shows.....lots of small bills but main highlights

Paper copy MOTs 2011 (34k miles) to 2018 (40k miles)

2011 cylinder head overhaul by Kar Engine Services (circa £500), parts (£175 from LD parts), timing chain kits etc from James Paddock (£250 plus).

2012 Callipers rebuilt, stainless braided hoses, drive shaft gaiters, hub seals etc

2013/14 AM Restorations £8k inc. inner/outer sills arch work, front l/h floor pan etc

H4 headlights plus wiring kit etc £150

2016 clutch slave and master reseal kit ,stainless hose (£65)

Lots of the restoration photos on a data stick, the panel work looks to have been done well with the internals preserved well. Certainly shows the sill work and floor repairs etc.

The owner is also is looking for the history from the previous owner who is reputed to have spent £11k from 2006. The hardtop was painted at the same time....also had a new carpet set etc

The Stag will be sold with a new MOT and the owner is looking for offers around the £15k mark

All in all a good useable Stag that would sit well at any shows, with a good mechanical pedigree and of course that wonderful V8 burble!

Any questions— contact timhatcher63@gmail.com . Phone numbers etc on the Committee page . Advertising on behalf of the current owner / NDSCCC member.



NDSCCC - MEMBER ADVERTISEMENT

For sale

1972 Triumph Stag 3Litre V8 Manual

Contact Tim for details

timhatcher63@gmail.com



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If you have any questions or need technical advice please
email:

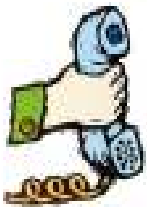
caroline@baskervilleautos.eclipse.co.uk

Hobbs Auto Electrics

Peter Hannam (HOBBIT)



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Boats



07836558666

NDSCCC - CLASSIFIEDS



Woodside Garage
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Bishops Nympton
South Molton
Devon
EX36 3QP



A small petrol station built in the 1950s, on the old route of the A361. The road was realigned in the 1980s, and re-joining the road when heading east requires a short detour.



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& Restoration Specialist**

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