

North Devon Sports and Classic Car Club



December 2020 / January 2021



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Santa goes electric!

WITH BELLS ON
Santa's electric sleigh

Montezuma's

Santa goes 100% electric with Renault Retail Group

#SantaGoesElectric Tweet us @RenaultRetailUK

Santa sleigh that isn't as deer

Having your sleigh pulled by reindeers is all very well – but is it environmentally friendly?

Santa's 122million-mile Christmas Eve trip around the world would produce about 40,600 tons of

greenhouse gases due to the methane output of his nine reindeer.

In addition, the coursers need to eat about 7328 calories per mile, which means a running cost of 179 carrots per mile. And at

an average of 6p per carrot, Santa's journey works out at £10.72 per mile.

As an alternative, Renault have created an electric version of the sleigh, which they say costs as little as 2p per mile. But can it fly?

CHAIRMAN'S CHAT

Normally at this time of the year I would be talking about the annual Barnstaple Pannier Market show and the post Christmas Event. The current lockdown has certainly put the brakes on our plans! However there is some light at the end of the tunnel with, it appears, at least 3 Covid vaccines that should help us all get back to normal. The vaccination programme will take time though and I would expect that a lot of our usual car show attendances will still be cancelled next year, these shows take a lot of advanced organisation and will not be viable in the shorter term (as I write Pecorama 2021 has been cancelled).

It will probably be the late summer and autumn shows that will emerge first post Covid. We were very fortunate to hold the 2020 AGM in March, at the Waterfront in Westward Ho!, before the first lockdown. I doubt that we will be able to hold the 2021 AGM in March so we will have to either reschedule for later in the year, organise an online version or simply agree to carry on through to 2022 on the basis of no changes. Of course we will still send out the financial reports etc by email / in the newsletter. There will be more in the newsletter at a later date but in the meantime its worth thinking it over.

But all will not be lost for 2021, as soon as we are able under the Government guidelines, your Committee will be arranging short notice socially distanced picnics and runs out again. These will follow the same format as the ones we ran last summer when we were allowed outside gatherings of up to 30 people. They were very popular with on average 20 cars at each. Indoor events will probably remain problematic next year. The rule of six prior to the second lockdown really upset things as far as events went, Snow White was very upset and one of her followers was not HAPPY!

So onto Christmas then.....I still haven't started wearing the socks from last year! I do hope that you all get to see all those that you wish to during the festive season. It undoubtedly will be a quieter affair with fewer people in your "bubble" but then on a positive note it will mean that there will be time to focus more on individuals through the traditional festive "cheer". As a bit of fun please feel free to post up on Facebook pictures of yourselves in the most cringe worthy of Christmas jumpers next to your cars, this in lieu of the Barnstaple Pannier Market show. If you are not Facebook aware then please email or send it to me in the post. There will be a prize in the New Year for the "best" as judged by the "Elf and Safety Committee", the winner will be announced in the newsletter, together with a rogues gallery!

So why has Father Christmas 3 gardens? So he can Hoe, Hoe, Hoe of course!

Some people are afraid of Santa, does that make them CLAUStraphobic?

Finally (and thankfully) a very merry Christmas and a happy and healthy New Year to you all.

And Kate and I look forward to meeting up again with you all in the not, now too distant, future.....new socks and all.

Cheers Tim

NDSCCC COMMITTEE

North Devon Sports and Classic Car Club

Founded 1985

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NDSCCC - PECORAMA 2021

If any members have registered for this event, please read the following note received from PECO

Dear Exhibitors

It is with great regret that we have made the difficult decision to cancel next year's Classic Car Show.


We feel that the uncertainty surrounding legislation will persist well into Spring, thus not leaving us enough time to organise such an event to its usual high standard. It may also be some time before people are comfortable attending large events and mingling with groups of people, therefore we feel it best to allow (hopefully!) some normality to return to everyone's life before bringing this wonderful event back in 2022.

As you have already paid your £5 participation fee, please could you email us with your bank details and we will refund this to you, alternatively, any funds remaining unclaimed by the end of February 2021 will be donated to The Grand Appeal (<https://www.grandappeal.org.uk/>) which was one of our chosen charities for 2020 and who, obviously, we were unable to support. I hope that this is acceptable to you all.

If you have any queries or require any further information, please don't hesitate to contact me on Blanche.Alexander@Peco.co

Wishing you all health and happiness for the future.

Kind regards



Blanche Alexander

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NDSCCC EVENTS CALENDAR 2021

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

Please note:

At all Club events, a member of the committee will take details of you and your car. This is for several reasons:-

- 1— It provides the Club with a contact list for Covid-19 track and trace
- 2 — It allows the Club to check that your membership is current and therefore you are covered by our insurance
- 3 — It allows the Club to keep the database of vehicles current
- 4 — It allows us to track attendance — the person(s) that attend the most events within in a season will be presented with a prize at the AGM.

All information is solely for the use of the Club (and NHS track and Trace where appropriate)

No information is passed on to other third parties. We trust you will support us in this matter.

As you know, things can change very quickly, so please keep your eyes on your email and Facebook.

As soon as anything changes I will email you. Check your SPAM folders.

Bob (Editor)

NDSCCC— Christmas Lights - Dashboard Quiz



Here is the dashboard from a Morris Minor.... ..

No seriously, this dashboard shows warning lights found on modern vehicles.

Can you name them all?

Answers on the last pages.... No cheating!

NDSCCC - MEMBERSHIP DATA / NEWS

Thanks to those of you that fed back on the stats I published .. and to those that pointed out that the data is incorrect!

The data was based on August 2020 and on the information that has been registered with me, so if you have cars I don't know about, or have sold a car and not notified me then I will not know anything differently.

So, at the risk of being inundated with emails, and as you already have your 2021 membership and do not have to fill in forms and send payment this year .. could I ask that you update me with the following info by email instead?

Your name,

Car make, model, year of manufacture, Reg number and whether its road legal or not for EACH car you have.

This data will not be shared (other than in tabular form as I have published over the last two newsletters) and will only be used for Club records, the creation of stats and give the club a list of vehicles for insurance purposes

It also helps us to put members in touch with each other for technical / morale support with similar models should it be requested, and gives me something to do over Christmas!

Cheers

Bob

Membership Secretary

Please note that will be no Newsletter in January, the next edition will be February 2021.

Have a good Christmas and hopefully see you soon in 2021

Bob

Editor

NDSCCC - PICTURE PUZZLE

Can anyone identify the make of this this car?

Just a bit of fun..... Email your answers to the Editor.

Answer and a new picture puzzle in the February Newsletter



Last months pictureand thanks to those who had a guess. No-one got it right !

It is NOT a Jaguar but a Triumph Spitfire A352 with 1300 engine.

The wheel camber is a clue!





FBHVC National Historic Vehicle Survey reveals significant contribution to UK economy

Published: 17/11/2020

- Number of historic vehicles on DVLA database has increased yet again to 1.5 million
- The historic movement now worth over £7.2 billion to UK economy
- 4,000 businesses employing over 34,000 people
- 700,000 enthusiasts – up from 500,000 in 2016
- Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK
- 35% of owners either already or are willing to contribute to a carbon reduction scheme
- 56% of historic vehicles are on SORN

The results of the 2020 National Historic Vehicle Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed during the Virtual Lancaster Classic Motor Show with Discovery, filmed at the NEC this month.

Historically, the Federation has undertaken this major survey every 5 years, the most recent being the 2016. However, in light of the very obvious impact that worldwide pandemic has had on the UK and is likely to have on historic vehicle habits, the survey was conducted earlier to represent a more typical year in 2019.

The survey is the largest and most detailed survey of historic vehicle ownership carried out in any country. The results will help shape the future of the industry and will give the Federation of British Historic Vehicle Clubs the vital facts and figures needed to protect future of transport heritage in the United Kingdom at the very highest levels.

More vehicles, contributing more to the UK economy

Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA, over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of all registered vehicles in the UK. Naturally, more vehicles mean more owners, 700,000 in fact, up by 200k on the previous survey in 2016.

The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy – that's more than the equestrian sector and significantly up on the £5.5 billion in 2016.

This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000 people. Those businesses are working on ensuring the future of the movement as well, with over a third either employing or considering employing an apprentice.

The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000 demonstrating a community of diversity and inclusiveness driven by enthusiasm. 44% are registered as on the road and ready for use.

Continued...



FBHVC National Historic Vehicle Survey reveals significant contribution to UK economy

The survey revealed that increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

David Whale, Chairman of the FBHVC said, *"The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation's economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future."*



FBHVC position on Government ban on sale of new cars with internal combustion engines from 2030

Published: 19/11/2020

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035. The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles. The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.'

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles. So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

Continued...



FBHVC position on Government ban on sale of new cars with internal combustion engines from 2030

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post- pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

NDSCCC Golden Pencil Award

Members are invited to submit a short article for the chance of winning a prize at the 2021 AGM
**Two this month— Geoff Hunt — How I cured a water leak
&
Steve Humphreys — Mystery Car
(You'll have to read the article)**

The Golden Pencil award (announced via email late last year) is made to one author selected at random from any club member who contributes a personal article & picture to the club magazine in the year between AGMs.

A new award is up for grabs, so don't be shy, put pen to paper or finger to keys and tell us a story via the club magazine for a chance to win.

Templates can be found on the website.

Or just send a word document and photos to the Editor. Don't worry about spelling, grammar or format—we'll sort that for you!

Thank you to all those members who have submitted in 2020

Here is my experience of water loss from my 1947 Vauxhall J type and how I cured it.

When I viewed the car in Yeovil in 1986, I gave it a good look over, tried it on the road for a couple of miles, liked it and bought it. I went back to pick it up on the day the new Devon link road was opened by some "worthy". I could not use the new road on the way there as it was not open for use but was able to use it on the way home and I nearly became the first to have an accident on it, but that's another story!

Once home I unloaded the car and drove 7 miles to show my brother. On arrival the J was boiling like a kettle as the radiator core was bunged up. So once home I decided to remove the radiator, engine and gearbox and give them an overhaul. The radiator was sent away to be re-cored and I stripped the engine, serviced the head, checked the bearing and removed the core plugs ready for renewal. I flushed the block with a pressure washer until the water ran clear. The engine was put on the side for a few weeks as I was busy with other stuff.

When I resumed work on it I decided to emery paper the core plug holes clean before fitting the new ones. I got the blow gun to clean the holes and a blast of air sent a huge cloud of dust into the air. It was so bad that I had to take the engine outside and use an extended blow gun at 100psi for at least 10 minutes to get a huge amount of dust from the block and head. Washing it out with the pressure washer achieved very little but an airline on a dry block is the way to go.

The car was reassembled without a thermostat and used without trouble for a couple of years. No overheating or water loss when switched off after a run occurred. Then I noticed the engine getting hotter and water blowing from the overflow pipe. I checked for leaking head gasket but there were no bubbles coming from the filler pipe. So it must be the radiator again? I removed it again and heard a rattle in the header tank. I was able to shake out a few flakes of cast iron but not all, so I cut an oblong hole in the top of the header tank to look inside and saw loads more flakes of cast iron. Some were stuck in the open ends of the tubes causing the lack of flow through the core. I took the radiator to the local fire station and gave it a very good back flush from the fire engine pump. I soldered plate over the hole I'd cut, put it back in the car and it was fine for another couple of years.

The same fault occurred again, so out with the radiator and some more rattling was heard so I repeated the exercise all over again. Somehow I had to stop these loose flakes from getting into the radiator in the first place.

I discounted the idea of a gauze screen as it would inhibit the flow of water. Instead I got a magnetic pick up about the size of a penny piece, mounted in a brass rod. I cut the rod about 3 inches long, drilled a hole in the radiator cap and brazed the rod into the cap so the magnet was below the pipe that flows into the header tank.

Now, before I use the car, I check the water and remove any flakes and particles the magnet has caught. Since then I have been trouble free for at least 20 years.

Please note that a high capacity fire pump should be used with caution. You could easily burst a radiator back flushing it with too much pressure.

Geoff Hunt

NDSCCC Golden Pencil Award

Members are invited to submit a short article for the chance of winning a prize at the 2021 AGM

Steve Humphreys — Mystery Car (You'll have to read the article)

I have written this article with the sole purpose of providing you some insight into this unusual and rare car.

So, my first questions to you are what is this car, when was it made and what is its heritage?



Well this car is an AC 3000ME, it was made in 1983 at the AC factory in Thames Ditton and it was the 63rd car to roll off the 3000ME production line—the last model to be manufactured by AC in Thames Ditton

This car, well not this one specifically, therefore was the swan song car of AC cars Thames Ditton, makers of the Greyhound, Aceca, Ace and of course the Cobra, what a venerable collection of stablemates. So why was the 3000 ME made, how many were made and what exactly is the car like in terms of performance and drivability? Below is a short timeline for the 3 liter mid-engined rare creation that I copied AC 3000ME owner website.

The 3000ME was designed by Peter Bohanna and Robin Stable, of Lola fame, the AC Board of Directors agreed to build the car and it was first shown at the 1972 London Motor Show. However, it took a further 6 years for the first car to go into production, due to type approval problems, specifically an additional 1/2 inches of steering wheel movement in crash testing, above the allowed 5 inches.

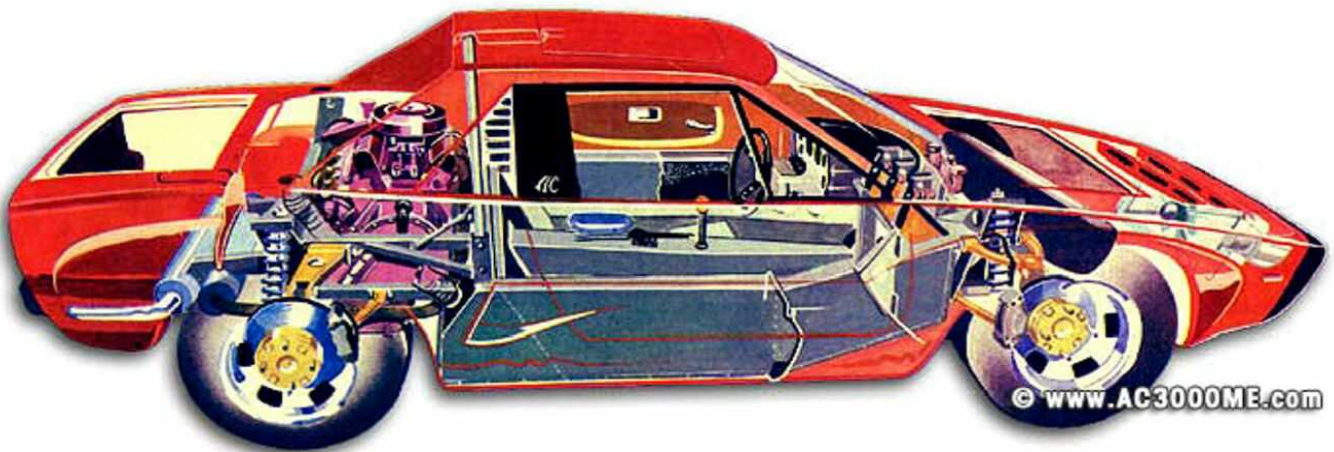
In 1976, the selling price was reported in the press to be £6,000, but by 1979 it had increased to staggering £11,302 and by 1980, the base model was priced at £13,300, directly competing with the Lotus Esprit and the TVR Tasmin.

So now you have the background, what about the car itself, well total production was 106 cars, excluding 9 prototypes, 76 were manufactured at the Thames Ditton factory and 30 cars in Glasgow (AC Scotland), of the 106 cars 97 still survive, in various states of restoration. The ME was powered a venerable transverse 3-litre Essex engine producing 138 BHP achieving 130 MPH in 4th gear with a 0-60 time of around 8.5 seconds through a 5-speed gearbox, reasonable performance for 1972 but ponderous by 1980 standards.

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Steve Humphreys — Mystery Car



The glass fibre bodied 3000 ME sits on a monocoque perimeter steel chassis with substantial bolt on front and rear sub-frames provide a very stiff structure with considerable protection to passenger and driver. Most of the ME parts were sourced from Ford, British Leyland and Jaguar components. However, the gearbox was AC designed and built with straight cut Hewland gears and is driven by a triplex Renold chain from the transverse Essex engine. Can you just imagine the torque that the chain is handling and the potential for steel shards shear off into the gearbox! The transverse layout also impacted on performance on the track, with centrifugal cornering forces resulting in the engine occasionally running lean due to fuel starvation in the float chambers of the twin choke Weber 38 DGAS carburettor during hard cornering.

So what's it like to drive, the car is near perfectly balanced and the Essex engine delivers smooth power through the 5 speed gearbox. The suspension is precise but not harsh, though it does take a bit of dexterity to climb over the monocoque sill into the seats. Without servo assisted steering and brakes the car might be a handful to drive, nothing of the sort, the steering is precise and not unacceptably heavy and the brakes are progressive and do not require excessive effort, a real driver's car.



NDSCCC Golden Pencil Award

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Steve Humphreys — Mystery Car

How about my car, specifically, I first saw the ME in 2009 and I purchased the car in June this year from an old friend who had spent the last 11 years restoring the car, along with his other car projects. The car has had three previous owners, one from new, owning the car for 25 years, storing the car in a barn for the last 10 of ownership where it gradually deteriorated and a second owner who purchased the car solely for the number plate, and my friend who purchased the car in 2009 with the intention of restoring it to its previous glory.



The car has had a full body off restoration with the front sub-frame rebuilt in stainless steel and the rear sub frame extensively repaired. All major components have been replaced with new or have been refurbished, with the original engine bored out to 3.4 liters and fitted with twin Weber 38 DGAS carburetors, now producing 230 BHP. The gearbox was completely rebuilt with every gear and bearing replaced. When I bought the car, it had been sitting idle in my friend's garage for the last 2 years, having spent the previous 10 months in a paint shop having a new gel coat. The car refused to start and with the guidance of a

local hot rod enthusiast, we determined that the timing had been knocked out following the installation of contactless points, black fuel balls were blocking the jets and the octane levels of the fuel had seriously degraded. The timing was adjusted, jets cleared out and all old fuel drained from the tank (and put to good use in a neighbour's split screen VW camper!). The car now runs perfectly and requires the interior to be brought up to the standard of the rest of the car and then to be finally set up on a rolling road, again.

So, a final question that may be still lingering, given so few were made and the rarity of the car and the Marque linked with the highly collectible Aces and Cobras what is the car worth. The cars fit into the modest classic category as they have a limited sporting provenance, though they rarely change hands, they typically sell for £20-£30k depending on condition.


It may also surprise you that there are two cars in the club, both red (they resemble a Ferrari 308 from the front), Tim's car is number 155, the 50th car to be produced and mine is number 168, the 63rd car to be produced.

I would be more than happy to show the car to club members, I believe it to be a fantastic car and I am very lucky to own one. AC 3000ME owners have their own website, Forum and Facebook page, from which the vast majority of the information in this article was sourced, for which I am grateful.

NDSCCC Golden Pencil Award

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Steve Humphreys — Mystery Car

Year	Details
1972	<p>After reputedly designing the mid-engined Diablo after hours in the Lola drawing office Peter Bohanna and Robin Stables formed Bohanna Stables, based at Cadmore End, High Wycombe, Buckinghamshire. They displayed the Diablo at the 1972 Racing Car Show. The original design was powered by an Austin Maxi power unit.</p> 
1972	<p>After the Racing Car show AC purchased the rights of the Diablo.</p>
1973	<p>Earls Court Motor Show saw the appearance of the prototype 3000ME which, with its Ford V6 engine and grp bodywork was hoped to go into production in 1974. The price mentioned as being "about £3,000 to £4,000" caused a lot of interest, AC gained over 2500 names on their order.</p>
1974	<p>By 1974 the body design was more or less finished. The shape of the Diablo was basically kept with the nose trimmed, the roof made slightly higher and air intakes added for better cooling. Then came the long drawn out process gaining type approval. most of the early chassis numbers were used during development.</p>
1975	<p>After failing the type approval 30mph crash test with the steering wheel moving back just half an inch too far of the five-inch limit, AC had to redesign some chassis components. After the changes the steering column moved back just 1 and a half inches passing with flying colours. The Dealer network for the new car started to be set up.</p>

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Steve Humphreys — Mystery Car

Year	Details
1976	In Autosport magazine, Sales Manager "Jock" Wright said he was stalling the 1200 firm enquires at the inflated price tag of "about £6,000"
1978	The AC 3000ME officially went on sale for the first time in October at the NEC Motor Show. 50 orders were claimed taken at the show.
1979	The first production cars were introduced. This new car was the first mid-engined car in the AC range and was one of the few British sportscars to feature this engine layout. The car was priced at over £11,302.
1980	In March 1980 the price was quoted as £13,300 in standard trim and £13,600 with leather seats and a cassette radio. At the same time the Lotus Esprit S2 was priced at £14,981, the TVR Tasmin at £12,800 and a 924 Porsche Turbo was £13,998.
1981	Keith Judd disbanded the dealer network and started selling the car direct from the factory.
1984	<p>Production moved from Thames Ditton to Hillingdon near Glasgow, Scotland. Priced at £13,881. The new company was formed by David McDonald was called AC Scotland. With the closing of the Chrysler Linwood plant there were many skilled workers available and a planned production of the 400 ME's per year would need to employ 62 staff was very positive in such a run down area. During the development they made it to 18 staff</p> <div style="text-align: center;">  </div> <p>David McDonald's (far left) idea was, as the ME body was unstressed basically just sitting on the strong ME type approved chassis, they could design other bodies for future development.</p>
1985	The last AC 3000ME came off the Scottish production line and in October AC (Scotland) went into receivership.
1986	In March the rights to the ME were sold to AC Ecosse Ltd.
1988	Ecosse Signature proposed ME replacement shown at Motor Show.
1989	Due to lack of investment, development of the Signature stopped.

NDSCCC - End of Year Quiz 2020

Page 1

*** Prizes for best entries drawn from the mailbox on 31/12/2020 ***

Answers in a socially distanced email to clive@spikynorman.net

If you enjoy this quiz please put a £1 into the next charity collection box you see.
Anyone can enter so email onward to your friends.

Question 1 - Anagrams of car shows on TV

- a) ympmdireip
- b) raeheewleedlers
- c) notgraetduhr
- d) hgareasbnsc&
- e) edidbsruhe&

Question 2 - Identify the (motoring related) person from the description:

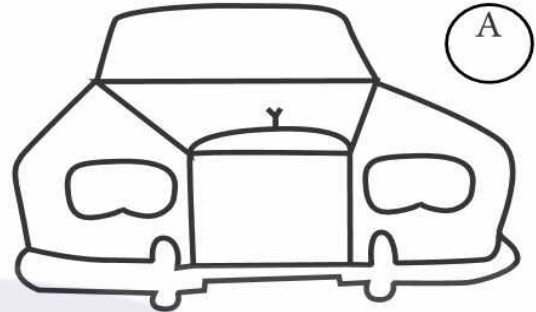
- a) Car designer that put engine in sideways with gearbox underneath, using the shell as the chassis made over 5 million examples.
- b) The only motorsport triple crown winner of Indi500, LeMans and Monaco GP.
- c) Current world land speed record holder
- d) As a non-driving licence holder this minister for transport introduced seatbelts for new cars and alcohol breathalyser that cut road deaths by 16% in one year
- e) Which YouTube multiple car commentator concentrates on "Quirks and features"

Question 3 - General car Trivia

- a) Motor City is the nickname for which American city ?
- b) What was the first name of the founder of the Porsche car company ?
- c) Manually operated three-colour traffic lights were first used in Piccadilly. In which UK town did automatic traffic lights make their first appearance ?
- d) Appearing in 5 feature films which character car sported "(53)" ? Car make/model and character name please.
- e) In February 2018 What was the first car launched into space ?

Question 4
Identify the
Badly Drawn cars

All images taken from Club magazine.



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

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 - Members Advertisement

WANTED

Any automobile related signage, suitable artefacts etc for my "man cave".

Cash waiting. Please contact Tim timhatcher63@gmail.com or
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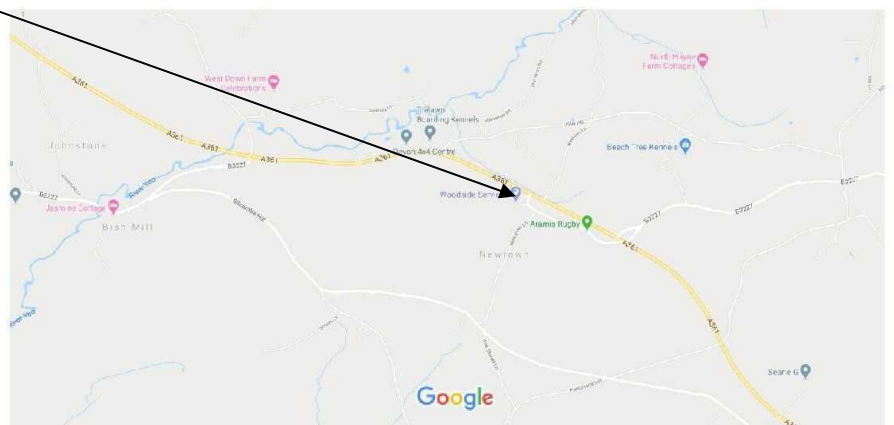
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NDSCCC - CLASSIFIEDS



Woodside Garage
Newtown
Bishops Nympton
South Molton
Devon
EX36 3QP

Google Maps



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.

Hobbs Auto Electrics

Peter Hannam (HOBBIT)



Problems with
Wiring, Starting, Battery Charging,
Radios, Car Phones, Fault Finding
on Cars, Lorries, Buses, Campers, &
Boats



07836558666

NDSCCC— Dashboard Quiz—Answers Page 1



- | | |
|------------------------------------|---------------------------------------|
| 1) Fog lights (front) | 22) Sidelights on |
| 2) Power steering error | 23) Exterior lights warning |
| 3) Fog lights (rear) | 24) Brake light warning |
| 4) Washer fluid warning | 25) Diesel particulate filter warning |
| 5) Brake pads warning | 26) Tow hitch error |
| 6) Cruise control activated | 27) Air suspension error |
| 7) Direction indicators on | 28) Lane departure warning |
| 8) Rain, light sensor | 29) Catalytic converter error |
| 9) Winter mode for gearbox | 30) Seatbelt warning |
| 10) Information indicator | 31) Parking brake light |
| 11) Diesel pre-heat indicator | 32) Battery problem detected |
| 12) Possible frost | 33) Parking sensors on |
| 13) Ignition switch warning | 34) Service needed |
| 14) Key not found in vehicle | 35) Adaptive lights on |
| 15) Key battery low | 36) Headlights height adjustment |
| 16) Too close to vehicle in front | 37) Rear spoiler warning |
| 17) Press clutch pedal | 38) Roof error (on convertibles) |
| 18) Press brake pedal (automatics) | 39) Airbag problem detected |
| 19) Steering locked | 40) Handbrake on |
| 20) Main beam headlights | 41) Water in fuel filter detected |
| 21) Tyre pressure warning | 42) Airbag turned off |

NDSCCC— Dashboard Quiz—Answers Page 2



- 43) Mechanical error
- 44) Dipped beam headlights
- 45) Air filter needs replacement
- 46) Eco driving mode on
- 47) Hill descent control indicator
- 48) Engine temperature warning
- 49) ABS error detected
- 50) Fuel filter error detected
- 51) Door(s) open
- 52) Bonnet open
- 53) Low fuel warning
- 54) Automatic gearbox error
- 55) Speed limiter activated
- 56) Suspension warning
- 57) Oil pressure too low warning
- 58) Windscreen defrost activated
- 59) Boot open
- 60) Electronic stability control off
- 61) Rain sensor activated
- 62) Engine/emissions warning
- 63) Rear window defrost on
- 64) Automatic windscreen wipers on