

North Devon Sports & Classic Car Club

February 2021



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Happy New Year to all members!

This is a look back at pre-COVID times. Let's hope 2021 brings normality—if this is normal?

A provisional timetable of 2021 events is inside.

CHARMAN'S CHAT

I hope everyone had a great Christmas given the difficult circumstances and lets look forward to a better 2021 with some light at the end of the tunnel with vaccinations appearing to be progressing well.

The Committee have continued to meet via “Zoom” and have decided that we will not arrange any “significant” events until June. However, and in the meantime, should there be any relaxation in the current Covid rules that enables some form of social gatherings outside we will revert to the socially distanced picnics that were so successful last year. We have a few venues in mind and we are confident that if the situation allows we can get things moving within a few days, with details being passed via eMail.

A quick reminder that as you paid for annual membership last year your membership will run through this year and until the end of March 2022. Our membership remains strong and the Club remains on an even financial keel. We are not intending to hold an AGM in March as per the norm and unless members have an objection we intend to roll on through 2021 on the basis of no change whilst looking forward to a March 2022 AGM. We did manage to “squeeze” in a March 2020 AGM before the first lockdown so in reality the pandemic will have only impacted a single AGM. The Club's financial reports etc will still be forwarded to members (via eMail) and Clare will be producing a pro forma to enable any members to object or indeed nominate/propose any Committee changes to the Committee endorsed 2021 AGM hold over.

Some of you will have noticed that a few members have been posting on our Facebook page pictures of classics/sports cars they have noticed when out and about (for essentials of course). So if you see any interesting vehicles whilst you are out fetching your milk, bread or the like post them up on our Facebook page or send to the Editor and at the end of the month the Editor will put a selection in the magazine as a “spotted” feature.

Those of you who “sailed” (it was a very wet day and the racing was cancelled) to Castle Combe for the Autumn Classic 2020 can claim a credit for the 2021 event, and by contacting the circuit at info@castlecombecircuit.co.uk and quoting your 2020 booking reference. Hopefully everyone has now dried out and surely the weather can't be that bad again in 2021?

It will be interesting to see a few new members with their cars and perhaps some established members with new cars when we do manage to get out and about. At any rate there will be lots to catch up with and I am only hoping that you guys out there won't outshine me too much.....what with all the time you have had to fettle and polish during the lockdowns!

Wax on and wax off!

Cheers Tim

NDSCCC COMMITTEE

North Devon Sports & Classic Car Club Founded 1985

CHAIR Tim Hatcher The Old Smithy Ash Mill South Molton Devon EX36 4QT 01769551861 – 07968434577 chairman@ndsccl.co.uk	VICE CHAIR John Whitehead 01271 866213 - 07752 576668 johnwhitehead1947@gmail.com
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NOSH AND NATTER REP. Nick Peace – nick.xk120@btinternet.com	SOCIAL REP. Judy Down jdown24@hotmail.com

NDSCCC EVENTS CALENDAR 2021

Please note:

At all Club events, a member of the committee may 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 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 our Facebook page.

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

Bob
Editor

Bob (Editor)

NDSCCC - EVENTS CALENDAR 2021

Many Events are Provisional
Details will be amended as they become available

Please note that due to current COVID-19 restrictions, your Committee has taken the decision **NOT** to plan any NDSCCC events until **June 2021**.

If Government guidelines change beforehand and, either allow us to have limited gatherings or extend the restrictions, you will be notified by email.

The AGM will take place via a virtual meeting (see Chairman's Chat). An email will be sent beforehand to members regarding the agenda.

DATE	EVENT	NDSCCC EVENT	CLUB STAND	CONTACT DETAILS
MARCH 2021				
17th March 2021 CONFIRMED	NDSCCC AGM To be a Virtual Meeting See Chairman's Chat	YES	NO	Clare Kane secretary@ndsgccc.co.uk
APRIL 2021				
No events currently planned				
MAY 2021				
No events currently planned				

NDSCCC - EVENTS CALENDAR 2021

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DATE	EVENT	NDSCCC EVENT	CLUB STAND	CONTACT DETAILS
JUNE 2021				
5th/6th June 2021 CONFIRMED	South Molton Vintage Rally	NO	NO	Ian Kennedy 07513 119923
5th June 2021 Event TBC	Airfield Garage Show Seckington Cross, Winkleigh, EX19 8EY	NO	NO	Nicky Brewer 01837 682678 nicky@airfieldgarage.com
6th June 2021 Event TBC	Big Sheep Display Abbotsham EX39 5AP	YES	YES	Chris Arscott chrisarscott@ymail.com
13th June 2021 CONFIRMED	Lyn Valley Classic Lynmouth EX35	NO	YES	www.lynvalleyclassic.co.uk For booking form
17th May 2021 Event TBC	Nosh & Natter Venue TBC	YES	NO	John & Geraldine Kenyon kenyonvirothy@aol.com
20th June 2021 Event TBC	Ilfracombe Display EX34	YES	YES	Glenn Merritt glennmerrittif@gmail.com
JULY 2021				
10th/11th July 2021 Event TBC	Powderham Show Powderham Castle, EX6 8JQ	NO	YES	John Whitehead johnwhitehead1947@gmail.com
15th May 2021 Event TBC	Nosh & Natter Venue TBC	YES	NO	John & Geraldine Kenyon kenyonvirothy@aol.com
18th July 2021 Event TBC	Rose Ash Revel Rose Ash, South Molton EX36 4RA	NO	NO	Ross Griffin ross@shmooautomotive.co.uk
25th July 2021 CONFIRMED	Braunton Wheels Braunton	NO	YES	TBA

NDSCCC - EVENTS CALENDAR 2021

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DATE	EVENT	NDSCC C EVENT	CLUB STAN D	CONTACT DETAILS
AUGUST 2021				
1st August 2021 Event TBC	RHS Rosemoor Display Torrington EX38 8PH	NO	YES	Book direct with Rosemoor
12th August 2021 Event TBC	Nosh & Natter Venue TBC	YES	NO	John & Geraldine Kenyon kenyonvirothy@aol.com
August 2021 Event TBC	Combe Martin Show Pack of Cards, Combe Martin EX34 0ET	NO	NO	Dave Coomber 07811 508079
August 2021 Event TBC	Thornfalcon Henlade, Taunton TA3 5NB	NO	YES	TBA
31st August 2021 Event TBC	Merry Harriers Display EX39 5QH	NO	YES	TBA
SEPT 2021				
Sept 2021 Event TBC	Children's Hospice Run New Inn, Fremington EX31 2NT	NO	NO	Diane & Bob Harrison 01271 860914
9th Sept 2021 Event TBC	Nosh & Natter Venue TBC	YES	NO	John & Geraldine Kenyon kenyonvirothy@aol.com
Sept 2021 Event TBC	Sidmouth Display	NO	NO	TBA
19th July 2021 Event TBC	September Run	YES	YES	TBA
27th Sept 2021 Event TBC	Breakfast Meet Venue TBC	YES	NO	Judy Down jdown24@hotmail.com

NDSCCC - EVENTS CALENDAR 2021

Many Events are Provisional
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DATE	EVENT	NDSCC C EVENT	CLUB STAN D	CONTACT DETAILS
OCTOBER 2021				
2nd October 2021 Event TBC	Castle Combe Autumn Classic, Chippenham SN14 7EY	NO	YES	Book direct with Castle Combe Booking code from timhatcher63@gmail.com
14th October 2021 Event TBC	Nosh & Natter Venue TBC	YES	NO	John & Geraldine Kenyon kenyonvirothy@aol.com
October 2021 Event TBC	Autumn Run	YES	NO	TBA
25th Sept 2021 Event TBC	Breakfast Meet Venue TBC	YES	NO	Judy Down jdown24@hotmail.com
NOVEMBER 2021				
11th November 2021 Event TBC	Nosh & Natter Venue TBC	YES	NO	John & Geraldine Kenyon kenyonvirothy@aol.com
28th November 2021 Event TBC	Pannier Market, Barnstaple EX31 1SY	YES	YES	Glenn Merritt glennmerrittlf@gmail.com
28th November 2021 Event TBC	Breakfast Meet The Panniers, Barnstaple EX31 1SY	YES	NO	Just turn up!

NDSCCC - EVENTS CALENDAR 2021
Many Events are Provisional
Details will be amended as they become available

DATE	EVENT	NDSCC C EVENT	CLUB STAN D	CONTACT DETAILS
DECEMBER 2021				
December 2021 Event TBC	Nosh & Natter Christmas Lunch Venue TBC	YES	NO	John & Geraldine Kenyon kenyonvirothy@aol.com
JANUARY 2022				
January 2022 Event TBC	Post Christmas Dinner Venue TBC	YES	NO	Judy Down jdown24@hotmail.com
30th January 2022 Event TBC	Breakfast Meet	YES	NO	Judy Down jdown24@hotmail.com
FEBRUARY 2022				
27th February 2022 Event TBC	Breakfast Meet	YES	NO	Judy Down jdown24@hotmail.com

NDSCCC— Member Off Season Photos Keep sending them in!



Tim and Kate with their MGs



Graham and his Morris Traveller

Bob and his Vitesse



Martin and his MINI



NDSCCC - Christmas Quiz—Results

And the results are in from the NDSCCC 2020 Quiz.

Results of the prestigious NDSCCC 2020 Quiz Trophy are:

First Place : (after Photo finish review) David Prouse (from Cornwall) 18.75/20

Second Place: Peter Pritchard 18.5/20

Third place : Tim & Kate Hatcher 18/20

Answers are

Q: 1

A. Pimp My Ride, B. Wheeler Dealers, C. The Grand Tour, D. Bangers & Cash, E. Shed & Buried

Q: 2

A. Alec Issigonis, B. Graham Hill, C. Andy Green, D. Barbara Castle, E. Doug De Muro

Q: 3

A. Detroit, B. Ferdinand, C. Wolverhampton, D. VW Beetle "Herbie", E. Tesla Roadster,

Q: Car Outlines

A. Bentley Saloon, B. Aston Martin, C. Ford Consul Estate, D. Renault 5 GT Turbo, E. Lotus Elise, F. Morris Minor, G. MG TF

Thanks to everyone who had a go at the Quiz..



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 next month



Last months picture below
It is a 1964 Reliant Sabre 6 GT fitted with Ford's 2,553cc straight six
Only correct guess was from Tim Hatcher.





Changes to Black & Silver Number Plates from 01.01.2021

Published: 10/12/2020

We have today received information directly from DVLA concerning information on black and silver number plates which will take effect from 1 January 2021. DVLA kindly requested we share this information with you....

This note is to tell you about important changes being introduced on 1 January 2021 that affect the ability of vehicles registered in the historic tax class to display the old style pre-1973 black and silver number plates.

Following the change in definition of a historic vehicle for vehicle tax exemption purposes in 2015, an issue was identified in the regulatory requirements for the valid display of a black and silver number plate. This resulted in an unintended consequence where any vehicle over 40 years old and registered in the historic tax class would be permitted to display an old style black and silver number plate. This was despite the law previously requiring all vehicles first registered after 1 January 1973 to only display the yellow and white number plates with black characters.

As this was never the intention, we have sought to rectify this through a legal correction which will shortly be implemented. The change seeks to prevent any vehicle constructed after 1 January 1980 from the ability to display the black and silver number plate despite being recorded in the DVLA's historic tax class. Those vehicles with a construction date prior to 1 January 1980 will continue to be able to legally display black and silver number plates to avoid any undue costs of replacement. Your members may also wish to note that from 1 January it will no longer be permissible to fix a new number plate displaying a Euro symbol. Number plates already fixed to vehicles are unaffected. We will also be introducing a new British Standard for number plates produced from 1 September 2021 which will mean all current style number plates that are first fixed to a vehicle from that date must meet the technical requirements contained in that standard.

NDSCCC Golden Pencil Award

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

This month—My experience of modern ethanol fuel and hot starting. By Geoff Hunt

The Golden Pencil award 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 submitted in 2020

Coming back from the Vauxhall Bedford Opel international rally in Leeds the other year, I must have filled the tank on the motorway with enough fuel to get me home and last the rest of the year. Next spring when I came to get the 1947 Vauxhall J type ready for the coming season, I went to prime the mechanical petrol pump with its glass dome and filter and to my horror I thought I could see water in the glass bowl. As I removed the bowl, petrol poured out but what I could see was the aluminium petrol pump was badly corroded and pitted.

I cleaned it up, and refitted the glass bowl, then took the carburettor bowl off and to my relief, it was clean and not corroded. This I put down to the fact that petrol would have evaporated from the carb in three and four days and so no corrosion.

When I tried to prime the fuel system, nothing happened as the rubber fuel hose had become rock hard and cracked open letting in air. I renewed the 2 rubber hoses with modern pipe, primed the system and the old six cylinder 14 horsepower engine sprang into life and ran as sweetly as ever. Our first trip of the year was to the Devon county show about the 20th of May. An early start was required as we have to, to be at the show ground no later than 8.30. It was a beautiful early summer morning, and a joy to drive, nice and cool. As the day wore on, it got very hot. We left the show about 6pm. A good blast down the A30 at 60 miles an hour on a hot evening warmed the engine up very well. So when we came off the A30 onto Devon's normal hilly, winding roads, 40 to 50 mph was about the fastest we could go. With some full throttle long hills to negotiate we started to get a severe loss of power and misfire on anything on anything over half throttle. I suspected the condenser was letting go so I nursed the car home on a slight a throttle as possible.

I renewed the condenser, cleaned the points, plugs and regapped and then expected the problem to be solved. But on the next trip, the same problem. I pulled over in a lay by and the engine was ticking over nicely. I pulled each plug lead off to check the spark on tickover and full throttle. It was good blue spark - nothing wrong there then.

We set off again and as the engine had cooled down a bit, it went well until it got hot again. So I nursed it to our destination, found our spot to park and stopped the engine.

Someone asked me to move to a different spot. The engine was still hot, and refused to start until it has cooled down, indicating fuel problems. Again I had to nurse the car home with a very light, right foot, and using the gears more than normal to keep the load on the engine as light as possible to keep it firing on all six and not stalling. The next weekend was very hot, so we thought, a bit of a jolly in the MGB with the hood down would be a nice way to cool down. About 20 miles round trip in some very pleasant country lanes terminated at the local recycling centre, which is one of the few left in the county run by Totters. So everything is for sale (reuse is the best recycling).

So we had a good scrounge around, made a couple of purchases, loaded up the car and it refused to start until it cooled down.

Continued...

NDSCCC Golden Pencil Award

This month—My experience of modern ethanol fuel and hot starting.
Geoff Hunt

As I parked by the scrap metal skip, Steve said I could leave the car there and he'd clear it up later. My reply is unprintable. When the 1800 twin carb BMC B series engine finally started, I had exactly the same problem. Anything over a quarter throttle, the engine would misfire badly to the point of cutting out. We only had one and a half miles to get home, but I thought we might not make it. The MG's garage is slightly uphill, and in the high gear reverse the engine would cut out because I was asking too much power from it to get up the hill into its garage, so it was abandoned while we had dinner. After a couple of hours it cooled right down and it started and reversed into the garage no problem. Fortunately, the next day the MG owner club magazine arrived with a very long article by Paul Ireland which I read with great interest. The upshot of it amounted to 5 to 10% kerosene (paraffin or heating oil) added to the petrol should tone the petrol down and kill the problem. If your car is pre 1956 you can legally, add the kero to your fuel. I tried it and like magic it works - no more problems.

I also use Castrol lead replacement additive in the Vauxhall, as it's impossible to fit hardened valve seats to the cylinder head because of the shape of the combustion chambers. Also the corrosive quality of the fuel has been inhibited. I've had no more corrosion to the internals of the petrol pump over winter. So a good result. Thank you very much, Paul Ireland.

As a post script, Geoff added the following:-

Always use the best petrol you can get from Petrol Stations, not Supermarkets. The Premium petrol will give the most performance and least trouble, even in old low compression engines. I've also found that my 4 stroke garden machines work better and start better on Premium too after having fuel pipe problems. Curiously the 2 stroke machines have no trouble, the oil negating the ethanol problems so I put half pint of 2 stroke oil in a tank full now, it can't do any harm, only good.



1947 Vauxhall
J- Type
(Stock photo)

NDSCCC—Technical FUEL HOSES

Following Geoff's article, I thought it worth re-issuing this article from Malcolm Huxtable of the North Devon Triumph Sports Six Club again.

The Problem

The main problem these days is whether the fuel hose is able to withstand the ethanol that is in modern fuels. With the amount of ethanol in fuel going to increase in the future from 5% to 10% this will only make the situation worse.

What also does not help is that there are different standards bodies around the world that call the same or similar hose by different names.

Standards

The three most common standards bodies in relation to fuel hose are SAE – Society of Automotive Engineers, •DIN - Deutsches Institute Fur Normung (German Institute For Standardisation) and •ISO - International Standards Organisation. The first two are the most common so I will concentrate on them. The SAE J30 spec is the one that deals with fuel hose. There are three main specs of fuel hose that interest us, they are R6, R9 and R14. There is also R10 which is a bit special and I will mention that later. All of the fuel hose have a similar construction. They all have an inner tube that the fuel flows through, surrounded by a reinforcing braid with an external covering on the outside. The important bit is how well the inside tube stands up to the ethanol in the fuel.

Permeation

Various places that I have seen have said that R6 hose is suitable for ethanol fuel BUT the big difference between R6 and R9 or R14 is the permeation. R6 is allowed to permeate a maximum of 600g/m² per day. R9 and R14 are allowed to permeate a maximum of 15g/m² per day. So R6 can allow 40 times more fuel to pass through it than either R9 or R14.

The inside of the fuel hoses may well be able to stand up to the ethanol in the fuel but in general the outside of the hose can't. With all of that fuel passing through the R6 hose walls, the outside of the hose will have its synthetic rubbers "washed out".

These rubbers are what make the hose supple. Without those compounds in the hose it will soon become hard and brittle.

So R6 is not great for our cars. The question then is R9 or R14?

Under pressure

R9 is listed as "Fuel Injection" hose. This is because it has a maximum working pressure of 100psi. R14 is listed as a low pressure hose for small engines with a working pressure of 50psi.

There are other subtle differences between R9 and R14 the main one being the temperature that they are designed to work at, R9 is designed to work at 135C and up to 150C occasionally, and R14 is designed to work up to 125C.

So it would seem to me that the best fuel hose for use in our cars is the one that is made to SAE J30R9 spec or equivalent.

I did mention earlier that R10 fuel hose needs a special mention. This is because the R10 outer cover is also resistant to the ethanol in fuel. This means that it can be used in situations where the fuel hose will be submerged in fuel. If the vehicle has an in tank fuel pump then you would need to use R10 fuel hose to transport the fuel from the pump that is inside the tank to the outside of the tank. Failure to use R10 will result in degradation of the external layer of the fuel hose.

Continued...

NDSCCC—Technical FUEL HOSES

Different Standards

Different standard bodies have different ways of describing their standard. SAE use the J30 standard for fuel hose and DIN use the DIN 73379 standard. SAE sub- divides their J30 standard for example SAE J30R9 for R9 hose or SAE J30R14 for R14 hose.

DIN does a similar thing. It would appear that a similar specification for R9 hose but to DIN specification would be DIN 73379-3D or DIN 73379-3E . Any DIN spec fuel hose with a suffix starting 2 for example DIN 73379-2B would be equivalent to a R6 or R7 SAE spec hose and not really suitable for fuel with ethanol in it.

When it comes to standards things are not straight forward. For example Gates manufacture a brand of fuel hose called Barricade. The example I have looked at has:

- Very low permeation rate at 1g/m² per day compared to 15g/m² per day for R9 or 14
- It is also suitable for ethanol fuel
- Says it is Fuel injection hose but compares it to J30R14 requirements which is not fuel injection hose
- Has a working pressure of 225 psi which is better than R9
- Has a similar temperature range of R14

Conclusion

Firstly you should realise before it is too late that fuel lines do not last forever. They have a hard life.

- They are filled with a liquid that dissolves a lot of things
- The fuel they carry changes as that fuel ages and sits in the hoses
- The specification of the fuel changes in the lifetime of the vehicle. Leaded 4 star to unleaded to 5% ethanol fuel to 10% ethanol fuel
- They have to work and live in extremes of temperature, -20C on a cold winter to over 100C on a summer run
- If they fail and spray fuel over a hot exhaust it could ruin your day

NDSCCC—Technical FUEL HOSES

Check your fuel lines before it is too late!

Are they leaking?

- Are they brittle?
- Are they cracked?
- Do they still bend easily?
- Are they from a reputable manufacturer?
- Can you read the spec of the hose?
- Do you know when they were last changed?

If you think that the fuel hoses on your car require changing then before you part with your hard earned cash do a bit of research

- Are you buying from a reputable dealer?
- Are you buying a reputable brand? Gates, Goodyear, Continental, Codan etc.
- Are you buying the correct grade of hose? Don't be conned into buying R6 when you thought you were buying R9

Don't buy cheap generic hose off eBay. It may be OK but are you willing to take the chance?

Are you buying the correct size hose? The best hose in the world will still leak if it does not fit correctly.

Whilst changing the hoses, change the clips as well. Be warned though that fuel clips are NOT the same as Jubilee clips.

<http://www.volksbolts.com/faq/SAEJ30.pdf>

<http://www.volksbolts.com/faq/fuelhose.htm>

<http://www.online-catalogues.com/uploads/files/automotive-fuel-line-hoses-eng.pdf>

<https://www.gates.com/us/en/fluid-power/engine-hose/fuel-line-hose.p.4219-000000-000003.v.4219->

<https://www.carbuilder.com/uk/fuel-hose-clips>

NDSCCC—Spotted

Interesting cars spotted by members this month

Send any “spots” to the Editor



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

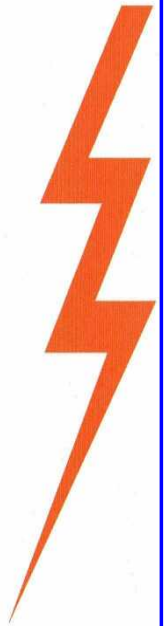
Any automobile related signage, suitable artefacts etc. for my "man cave".
Cash waiting. Please contact Tim timhatcher63@gmail.com or 07968434577

Hobbs Auto Electrics

Peter Hannam (HOBBIT)



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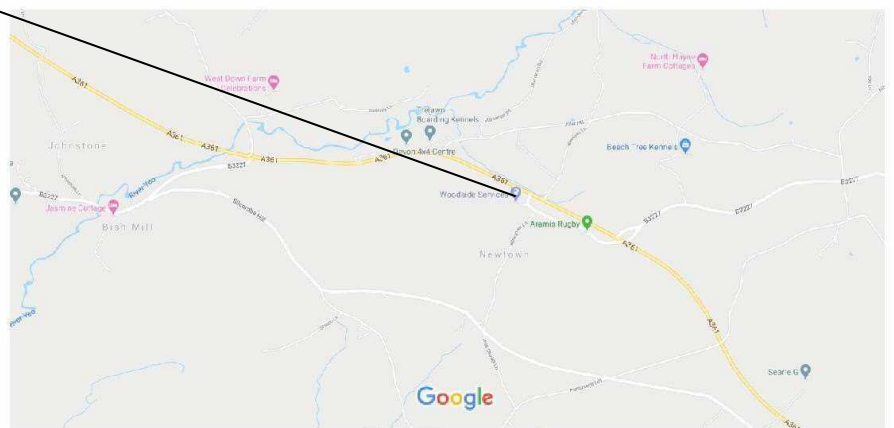
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NDSCCC - CLASSIFIEDS



Woodside Garage
Newtown
Bishops Nympton
South Molton
Devon
EX36 3QP

Google Maps



Map data ©2020 200 m

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.