

North Devon Sports & Classic Car Club



March 2021



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Congratulations to Graham and Polly Hawkes on winning the 2020 Golden Pencil award. Their entry was drawn at random from all entries.

See page 12 for this months contribution and how to submit your entry for 2021.



CHARMAN'S CHAT

Well at last we can see a pinprick of light at the end of the tunnel, hopefully and given the average age of classic car owners most of us will soon be vaccinated!

Two dates seem particularly relevant to our petrol passion. Firstly from March 29th a max of 6 people from 2 separate households can meet outdoors, so a couple of cars out on a run for a picnic? The second milestone is that all going well up to 30 people can meet outdoors from May 17, so the socially distanced picnic run can now have around 20 cars (on the average of 1.5 members per car – given that some may be on their own and others 2 per car). Thirdly all restrictions are planned to end on June 21 which just happens to be my Birthday.....!

Hopefully some of you will be able to get out in late March with a “wingman” in tow and then around May 17 we can start some socially distanced and bigger picnic meets. Once again these will be organised via E mail/phone so that we can keep a cap on numbers.

More good news is that Castle Combe has agreed to re issue the tickets from last years cancelled Autumn Classic. The event this year will be only a single day and on Saturday Oct 2nd. If you had tickets last year for the cancelled event you will be able to get replacements for this year's event. You need to E Mail Castle Combe with your booking reference number and they will respond with a unique code that will enable you to get a credit booking for this year on their website using the Clubs code NDSCCCCLASSIC . There has been a slight increase in price this year so you will need top up a few pounds. For those wanting to go who did not attempt last year just use the Club code on the Castle Combe website to book in, pay and get the Club discount.

We will not be able to hold our AGM this year, we did manage to squeeze in last year's before the first lockdown though. To that end the intention is just to roll everything forward this year and without any changes to the Committee etc. This has been decided by the Committee who will carry out a “zoom meeting on March 15th. Should any members have an issue with this approach or indeed have anything to raise from an AGM perspective please ensure it is raised with a Committee member by 13th March. The next actual AGM will now be near the end of March in 2022. A Club 2020/21 financial report will be issued post the 15th March Committee meeting either in the magazine or via E mail (maybe both).

With the pandemic in the rear view mirror I am sure we are all looking forward to getting out and the smell of petrol, oil, leather and the like. We have had a few members join us over the last year or so and it will be great to meet up with them, socially distanced, as well as see the new “machines” they bring along.

Time to start fettling again!

Cheers Tim

North Devon Sports & Classic Car Club Founded 1985

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<p>Nick Peace – nick.xk120@btinternet.com</p>	<p>Judy Down jdown24@hotmail.com</p>

NDSCCC – NOTICE FROM THE CLUB SECRETARY AGM 2021

As many of you are aware at the end of March, we are usually all able to have the opportunity to get together at the NDSCCC AGM, sadly due to Covid 19 the committee have had to make the decision to cancel the 2021 AGM.

As per usual nomination are now invited for committee positions for the 2021 season . If there are no new nominations, then the committee will remain the same as was for the 2020 season. Made up of the following : Chairman: Tim Hatcher, Vice Chairman: John Whitehead, Treasurer: Clive England, Secretary: Clare Kane, Membership secretary and magazine editor: Bob Meller, Web and social media: Tim Barker, Social events: Judy Down, Fundraising coordinator: Ann Whitehead, events organisers: Glenn Merritt, Mark Coles, Di Coles, Nosh and Natter rep: Nick Peace.

The club financial report from the treasurer for the 2020 season will be sent separately and included in the newsletter.

Just a small reminder that as you are a current paid-up member of the club for 2020 no subs will be due this year as membership has rolled over due to Covid . The next membership renewal subs will be due in March 2022. Hopefully, Covid will be a thing of the past by then or at least we will be vaccinated so we can once again get together in person at the AGM for a good meal and a few drinks.

If anyone has any issues or suggestions, including committee nominations then please email the Chairman Tim Hatcher timhatcher63@gmail.com or myself Clare Kane claresy28@gmail.com , by Monday 15th March. Take care all and hopefully we may get out and about by the early summer.

**Clare
NDSCCC Secretary**

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)

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 Page 4	YES	NO	Clare Kane secretary@ndscce.co.uk
APRIL 2021				
No events currently planned				
MAY 2021				
No events currently planned				

NDSCCC - EVENTS CALENDAR 2021

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

DATE	EVENT	NDSCCC EVENT	CLUB STAND	CONTACT DETAILS
JUNE 2021				
5th/6th June 2021 Event TBC	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 Event TBC	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

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

DATE	EVENT	NDSCCC EVENT	CLUB STAND	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	NDSCCC EVENT	CLUB STAND	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 - PICTURE PUZZLE

Can anyone identify the make / model 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 Morgan Plus 4 Coupe from 1963-64. Only 13 made.

Well done Peter Pritchard, Paul Ainsworth, Mark Coles Tim Barker and Tim Hatcher for guessing correctly





New Style Driving Licences & Number Plates Following Brexit



Published: 01/02/2021

New-style driving licences and number plates mark one-year anniversary of Brexit as EU flag is removed

To mark the first anniversary of Brexit, the government unveils new designs for driving licences and number plates without the EU flag.

Driving licences and number plates get a makeover to mark one year since the UK's departure from the EU. EU flag removed with new design issued at the start of this year comes as the UK cuts red tape with several member states, making it easier for Britons to drive in the EU

UK driving licences and number plates have been given a makeover to signify the beginning of a new chapter for the UK.

To mark the UK's exit from the EU, the EU flag has been removed from all UK driving licences and number plate designs, with the first batches issued from 1 January 2021.

While existing licences and number plates will still be valid, the new versions will be issued to everyone renewing a licence or getting one for the first time.

The new designs coincide with the beginning of a number of agreements recently made between the UK and member states for British drivers, making it easier for Britons to drive in the EU when existing restrictions end.

Thanks to these agreements, UK drivers who hold photocard licences will not need an international driving permit to drive in any of the 27 EU member states, Iceland, Norway, Switzerland or Liechtenstein. UK drivers won't need to display a GB sticker in most EU countries if their number plate has GB or GB with a Union Flag on it.

Although national restrictions are still in place, and people should not be travelling internationally unless for work or other legally permitted reasons, these new arrangements mean that Britons can easily drive in the EU for years to come

Transport Secretary Grant Shapps said: "Changing the designs of our driving licences and number plates is a historic moment for British motorists, and a reassertion of our independence from the EU one year on from our departure."

"Looking to the future, whether it's for work or for holidays abroad, these changes mean that those who want to drive in the EU can continue to do so with ease."

Driving licences and number plates can be renewed online.



FBHVC Urge Patience with DVLA to Resolve Historic Vehicle Owners' Concerns

Published: 11/02/2021

The Federation of British Historic Vehicle Clubs is sympathetic to the enormous challenges that the Driver & Vehicle Licensing Agency faces during the on-going pandemic. DVLA continue to receive tens of thousands of items of mail each week and the Federation believes that for a high percentage of drivers and vehicle operators, the agency performs a viable and efficient service.

The Federation also acknowledges the efforts of the staff at Swansea in achieving the continuation of services during the current times, despite reports of a significant outbreak of Covid-19 within the Agency, with some 500 cases quoted. The impact that this outbreak will have on the DVLA providing services due to staff shortages is very understandable.

The Federation, whilst sensitive to the challenges we are all facing, has continued to work on behalf of the historic vehicle community during the pandemic. One of the key areas of the Federation's work remains within continued dialogue with the DVLA on a range of matters on behalf of historic vehicle owners and clubs.

During the pandemic, the Federation has been pursuing five particular policy matters of significant concern to the interests of Federation members and the community that they represent.

These are broadly outlined as follows:

- Non-acceptance of 'Date of Manufacture' number marked on vehicles.
- Statement of a requirement to notify DVLA when a vehicle is dismantled.
- Special case V765 registrations.
- Vehicles originally supplied as CKD (meaning 'Completely Knocked Down').
- Original and copied documents and new bodies on re-constructed classics.

The Federation's work in resolving concerns around these DVLA policies was not helped by a communication received that stated in each of the five cases; "This action point is now considered closed", whilst discussions were very much still on-going. However, the Federation wishes to stress in no uncertain terms that post-pandemic, these matters will be raised again with the utmost urgency and historic vehicle owners are assured that the subjects have not been put to one side.

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—Fifty-Six Years with a 1949 Alvis TA14 Drophead Coupé,
with Coachwork by Carbodies of Coventry.**

David Jobson-Scott

The Golden Pencil award is made to one author selected at random from any club member who contributes a personal car related 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. 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!

Templates can be found on the website.

Thank you to all those members who submitted in 2020



May 2020. The 75th VE Day Celebration

I had expensive tastes in cars from a very early age. My father had a 1934 Railton Straight Eight and 1935 Rolls Royce 20/25 during my childhood. I was also at Wellington with Humphrey Scott-Moncrieff, who's father David ran "David Scott-Moncrieff and Sons Ltd., Purveyor of Horseless Carriages to the Nobility and Gentry since 1927", specialising in Rolls Royce and Bentley cars. In 1963, I learnt to drive in the 20/25 and later that year went up to University. Cars were extremely rare amongst the undergraduates, but I was determined to acquire one as soon as possible. The short-list comprised Bentley, Lagonda and Alvis. I very soon discovered that both Bentley and Lagonda were extremely expensive to maintain and run. The search then concentrated on Alvis.

My ideal car would have been a 1937 Bentley drophead with coachwork by H J Mulliner. I was pleasantly surprised to find that the post-war TA14 Carbodies drophead was a remarkably similar looking car, but considerably smaller and more practical for a student. I started looking for a suitable example and soon realised that when looked at in the flesh, the Carbodies version was a very "pretty" looking car. Of course I hadn't realised at the time that such cars were rather rare and it wasn't until April 1964 that a possible candidate was identified and purchased. This was car number 23461, body number 373 (of 396), registration number FCO 154 and one of the last Carbodies examples to have been built. I paid the princely sum of 27 Pounds 10 shillings to become the proud owner! It was supplied new by Mumfords of Plymouth, Devon in August 1949.

Cont....

NDSCCC Golden Pencil Award

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This month—Fifty-Six Years with a 1949 Alvis TA14 Drophead Coupé,

The car very quickly became known as “Samantha” after a family friend Samantha Eggar (the Actress). My first major problem was that the car consumed a gallon of water every 30 miles or so. It quickly became apparent that the radiator was completely blocked: I now understood why the car came with a huge water container in the boot!!!!!!!!!! The radiator was taken off and professionally cleaned with amazing results. Much to my surprise, having consulted Alvis experts, the thermostat was still installed and the car now ran at a steady 75 C. Performance seemed very acceptable and I started to enjoy the car enormously. However, unbeknown to me, the car had been little used during the last few years (presumably because of the overheating problems) and I quickly ran a big end.

.It was a very steep learning curve after that. I became aware that white metal bearing can become brittle after being left and needed to be run in carefully after prolonged disuse. I also had to copiously lubricate everything that moved, so that eventually all parts operated freely. I now had to turn my attention to the coachwork. The car was basically very sound but extremely scruffy and my first priority was a coat of coach paint. I quickly learned the art of getting rid of most of the brush marks and found that I could get an acceptable finish by cutting back the paint with abrasive paste (Halfords finest).

My next major task was to make the car watertight. The hood was in a very poor state and the only solution was to have a new one custom made. This took a week and cost the enormous sum (to a student) of £18 and was almost as much as the car had cost to buy. Some new furflex and rubber strip completed the task and the car was water and draft proof. The mileage when purchased was 97,500 and Samantha now embarked on a hard life as my everyday car until 1974, when an Alvis TD21 saloon took over that role. She was remarkably reliable and maintenance costs were surprisingly low for such a grand car. By 1974, the total mileage from new was just under 190,000.

Early during this period of ownership the engine was rebuilt and this explains why so few problems cropped up. One of the most irritating was the constant burning out of exhaust valves every 7,000 miles or so. I had tuned the engine to get maximum economy, 27-28 mpg, and wasn't aware that the mixture was far too lean. The car ran perfectly and it was only when one of my father's friends, a Major in the Royal Electrical and Mechanical Engineers, explained that the exhaust valves were getting far too hot. Ever since then I have run with a slightly rich mixture and never had the problem again. In those days, if a problem did occur, it was possible to telephone Alvis and later Red Triangle so that a new part was delivered in time the following morning to fix the car before driving to work. Those were the days!

After retirement from everyday use Samantha had a much more relaxed life and was used for touring all over the UK and Europe. In 1979/80 she was completely dismantled and re-sprayed and refurbished. It is amazing how one dismantled car can take up three full size garages. This was completed in February 1980 and she was ready for another 41 years of use. The engine was rebuilt again by Red Triangle in 1989 at a mileage of 214,393. The “new” hood survived until 1993, having needed lots of re-stitching each spring for some years. The engine was again reconditioned in 2002, this time by Early Engineering, at a mileage of 249,705 and costing £15,500. This premature work was a result of the top coming off one of the pistons during the drive back from Southampton after the 2000 USA trip. The reason is questionable, but may be as a result of the car being left running during loading on the outbound trip. The car has no mechanical fan and the Kenlowe must be switched on manually.

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NDSCCC Golden Pencil Award

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This month—Fifty-Six Years with a 1949 Alvis TA14 Drophead Coupé,

Apparently, the car boiled badly and this would explain why I had to fill up with a gallon of water when I collected the car at Baltimore docks. Luckily, she survived the 2,700 miles in the USA

One of the most unreliable components on the car has been the SU petrol pump. I suspect that it was marginal even when the cars were new. When driven hard up steep hills it is quite common to suffer fuel starvation and on many occasions, the pump just stopped working. I have vivid memories of Alvis weekends in the North where the car would stop half way up the 1 in 3 hills. A few seconds pause and you could be on your way until the fuel ran out again. When the “electronic” versions of the pumps became available, I fitted one and have never had a problem since. However, I always still carry a spare just in case.

Other extremely and relatively recent aggravations have been the result of the phasing out of asbestos in the gaskets. The manifold to downpipe gasket is a particular problem and I have given up counting the number of time that this has had to be replaced in more recent years. It may just be my car, or the fact that most cars are hardly used and therefore never have the problem. The head gasket is the other problem, although a solid copper gasket fitted at the last rebuild seems to have cured the fault where the gasket blows between cylinders 1-2 and 3-4. I don't remember this being a problem in the early days, although it was normal practice to have the head off every 10,000 miles to do a decoke. This meant that a new gasket was fitted roughly once a year.

Driving such an old car on a regular basis strikes many people as “weird”, but I have grown up with her and still find it very satisfying and rewarding doing our touring holidays. We have never had a “failure to proceed” on any of our many Continental trips, although the drive back from Southampton, with one broken piston, after the 2000 USA holiday was interesting. She still got me home though. The majority of problems have been caused by such things as loose water hoses. We sprung a leak in the top hose at the Docks in Santander after our holiday in Southern Spain in 2009 (above 40 C for most of the time in Spain). The extremely bumpy mountain roads had taken their toll, but quickly cured as the hose had just slipped off the radiator! The temperature gauge also perished on this trip: the constant pounding fractured the capillary pipe. This illustrates one of the disadvantages of using a satnav: it often takes you on unsuitable roads, whereas the general standard of roads in Spain is unbelievably good.



September 2016 at the top of the St Gotthard Pass, her third time since 1996!

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NDSCCC Golden Pencil Award

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This month—Fifty-Six Years with a 1949 Alvis TA14 Drophead Coupé,

One of the most spectacular events was ripping off the rear of the exhaust system in Lisbon on a rather fierce ramp during the 2006 holiday. Marilyn took some interesting photos of me wearing my blue rubber gloves stuffing everything back together! As I said before, we have never “failed to proceed” on any of our foreign trips, although several of the minor problems encountered have required some ingenuity to keep us going. The car is now fast approaching 278,000 miles from new and has been remarkably reliable for such an elderly lady. The last few years have been rather more leisurely, partly as a result of Marilyn’s devastating stroke in December 2012. The last long trip we did was to Southern Italy in 2016 and I suspect that this will be the final foreign sortie. However, we intend to use Samantha for many years to come, but shorter journeys, because I can’t get the wheelchair or electric buggy into the boot.

My conclusion from the last fifty-six years of my Alvis TA14 Carbodies ownership is that these wonderful cars are still more than capable of being used for touring and holidays. In the extremely congested southern UK it can be hard work, because you always feel that you are holding up the traffic by sticking to the speed limit. However, in France or Spain it is sheer heaven because there is so little traffic and the roads are infinitely better than our own. We have never had any overheating problems on any of our foreign trips, even in intense 40 C plus temperatures, although the modern very volatile petrol can be a nuisance at times. The location of the petrol pump doesn’t help as it is mounted in about the hottest place possible. Thus, apart from the problems caused by the modern gaskets, there are very few inherent weaknesses in a Carbodies drophead: shame that the TA14 has always been the Cinderella of the Alvis models. Talk to any long term TA14 owner though and you get a very different story about this underrated workhorse.



University days in 1965

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)



Problems with
Wiring, Starting, Battery Charging,
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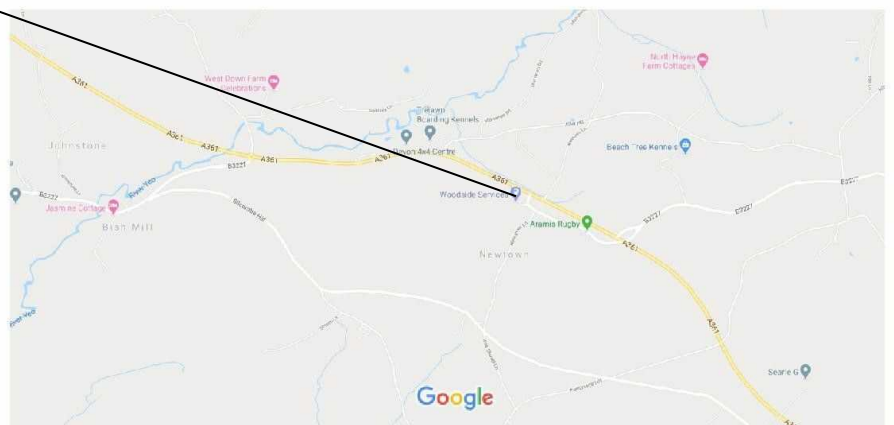
160 Chapel st, Tiverton, EX16 6DF, 01884 253 422

NDSCCC - CLASSIFIEDS



Woodside Garage
Newtown
Bishops Nympton
South Molton
Devon
EX36 3QP

Google Maps



the A361. The road was realigned in the 1980s

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