

North Devon Sports & Classic Car Club

November 2022



The Autumn Run took us to the West Somerset Railway. More photos inside.

CHAIRMAN'S CHAT

I first need to draw your attention to the change of dates for the Barnstaple Pannier Market. Previously advertised for November 6th IT HAS NOW BEEN RESCHEDULED FOR NOVEMBER 27th. Please let Glenn Merritt know if you were booked in for the earlier date and now are UNABLE to make the rescheduled 27th November date, otherwise your booking will simply be transferred across. As per usual this will also include a breakfast meet at the Wetherspoon's Pannier. Being closer to Christmas we can now break out the seasonal "jumpers" without the risk of a "bah humbug" from those of us fed up with seeing Christmas adverts from early October.

On the subject of Christmas please don't forget the Christmas Nosh and Natter lunch on the 8th December at the Imperial Hotel (organised by Geraldine/John Kenyon) and the evening Club Christmas festivities on the 10th December at the Portmore Golf Club that includes a 3 course dinner, slide show featuring this year's events and a DJ (all organised by Judy Down). So book in now to avoid disappointment, contact details are in the Newsletter!

The Autumn Run had some 33 Club cars on it. We started at Quince Honey Farm and had a great visit to the West Somerset Railway Steam Restoration workshop adjacent to Williton Station. We even had 2 steam locomotives call in at the station! From there it was a trip across Exmoor via Dunkery Beacon for a cream tea at Kentisbury Grange. The weather was particularly kind and those of you who braved the pessimistic forecasts and used your sports/classic cars, rather than your "moderns", certainly had a driving day to remember. Thanks go out to Mike and Chris for all their help in organising the event. As an aside around £60 was generously donated to the Railway charity by those taking part.

The Tiverton horse drawn barge trip showed a fascinating insight into life two hundred years ago for around 35 club members. The pace of life, experienced by all those onboard and being pulled by Ross (a shire horse of 17 years who had been working the canal for 10 years), was relaxing and very quiet with just the sound of hooves on the towpath and the swish of the water as the barge progressed. Of course the whole trip was preceded by the obligatory breakfast calories at Quince Honey Farm! Well done Judy for arranging a great trip back into the past.....I hear the BBC are on the lookout for a replacement time travelling Dr Who?

The breakfast meets are still underway with the end of October meet being at the Waterfront in Westward Ho! These out of season events help us all to keep in touch during the quieter months. It also provides a welcome distraction from all the tinkering, fettling and polishing of our cars that in turn gets us all out of the gardening and DIY lists.

Looking forward to meeting up with you all at the rescheduled Pannier Market show and demonstrating my "Dad dancing technique/throwing some shapes" at the evening Christmas do!

Cheers Tim

NDSCCC EVENTS CALENDAR— 2022

IMPORTANT - 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 allows the Club to check that your membership is current and therefore you are covered by our insurance
- 2 — It allows the Club to keep the database of vehicles current
- 3 — It allows us to track attendance to see how viable / popular events are

All information is solely for the use of the Club and no information is passed on to third parties.

We trust you will support us in this matter.

MEETING POINTS FOR EVENTS

To keep things simple, the following meeting points will be used for events

Bideford – Affinity (Atlantic Village) Main Car Park, Clovelly Rd, Bideford EX39 3QU

Barnstaple – Homebase Car Park, Rose Lane, Barnstaple EX32 8PG

Tiverton—Homebase Car Park, Lowman Way, Tiverton EX16 6SR

South Molton – Eastbound Truck Stop on A361, South Molton EX36 4RZ

VOLUNTEERS NEEDED

We are always looking for volunteers to be the point of contact for events. This does not mean you have to organise it, attend meetings, or be on the committee, just be the named contact for a specific event.

Let us know if you are able to assist.

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

NDSCCC EVENTS CALENDAR— 2022

MIDWEEK INFORMAL MEETS

We have set up mid week meeting venues for any members who wish to get together outside the formal event calendar.

These are a “just turn up and natter” and no booking in is required, however if you require food please contact the venue direct to book a table.

All venues have large car parks

The meeting points are:-

1st Wednesday of the month	- Williams Arms, Wrafton, Braunton EX33 2DE	01271 812360
2nd Wednesday of the month	- Anchor Inn, Exebridge TA22 9AZ	01398 323433
3rd Wednesday of the month	- Crealock Arms, Littleham EX39 5HN	01237 477065
4th Wednesday of the month	- Portsmouth Arms, Umberleigh EX37 9ND	01769 561117

We welcome your feedback on whether these are successful or not.

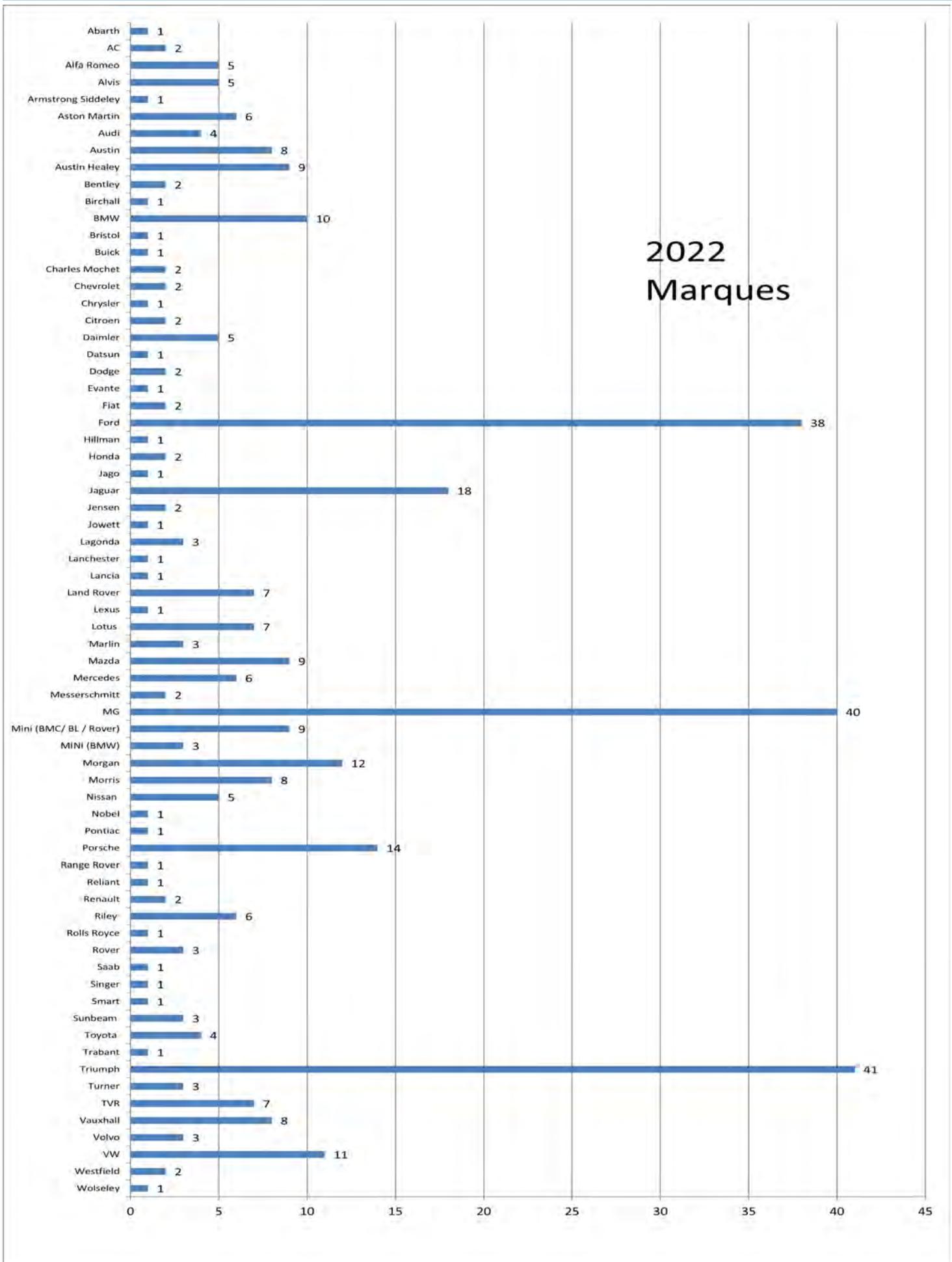
2022 Calendar of events

On the following pages is the 2022 event calendar. Please note that some of these are still provisional. In all cases please register interest with the nominated event leader.

Please DO NOT email the Editor .

NDSCCC Membership

Table of Members Vehicles as of Oct 2022



NDSCCC - Christmas Party



North Devon Sports & Classic Car Club

Christmas PARTY

Saturday 10th December 2022

**Portmore Golf Club
Landkey Road
Barnstaple
EX32 9LB**

**6pm UNTIL 11.30pm
SLIDE SHOW FIRST
7pm SIT DOWN FOR 3 COURSE MEAL inc Tea / Coffee
£24.95 per person**

NDSCCC - Christmas Party Menu

3 COURSE

Christmas Menu

Starter

Thai fishcakes with salad and a sweet chilli sauce
Creamy garlic mushrooms served on sourdough toast ✓
Brie wedges served with red onion chutney



Main Course

Local roast turkey served with sage and onion stuffing and pigs in blanket
Roast Exmoor beef served with a homemade Yorkshire pudding
Roasted vegetable and mushroom stack ✓
Cod loin served on a bed of new potatoes with a pea and mint sauce

All of the above dishes are served with Roast Potatoes and Seasonal Vegetables



Homemade Desserts

Traditional Christmas pudding with clotted cream
Honeycomb surprise
Raspberry pavlova
Chocolate orange torte served with pouring cream



To finish

Homemade mince pies served with tea or coffee



£24.95 NDSCCC Price

~~£29.95~~
per person

Landkey Road, Barnstaple, Devon EX32 9L3
01271 373378 | www.portmoregolf.co.uk

NDSCCC - Where we've been

Autumn Run



NDSCCC - Where we've been

Autumn Run



After a wet start at Quince Honey Farm (Calories) the sun came out and 33 cars made the 80 mile run over Ex-moor to West Somerset Railway and then back to Kentisbury Grange for huge cream teas (More calories).

A great day—thanks to Tim , Mike and Chris for organising.

NDSCCC - Where we've been

Tiverton Barge Trip



A relaxing trip on the Tiverton Canal was enjoyed by 35 members.

Only one horse power though!

NDSCCC—Caption Competition Just for Fun

Only a couple of one submissions

" I swear allegiance to the NDSCCC flag and all that are fully paid up members of the NDSCCC"

"If I hide here, they'll never find me with the collection tin"



NDSCCC—Golden Pencil

NASCAR at Le Mans

By Nicholas Jackson

NASCAR at Le Mans? What the 24 hour race? Oh yes, they raced there! Let me tell you about it.

My first visit to this world famous race was in 1982 on a very hot weekend. I drove over with a mate, via the Friday night midnight ferry (cheapest crossing) in his Company car, a gold Capri. We bought entry and camping tickets from a booth in a village en route and pitched tent in the centre of the circuit. We had a bit of time to explore the track as the race did not start until 3pm. We were slightly disappointed it was not possible to walk around the whole circuit, particularly not being able to get to the Mulsanne Straight as it was out of bounds (although we did try!).

We bought a programme and studied the list of riders and runners. This comprised the usual 'jelly mould' sports prototypes, but as always, the GT classes were the most interesting as they resembled 'real' recognisable cars. There was a smattering of Porche 924's, Ferrari 512, Lancia Beta, Mazda RX-7, but what really caught my eye were two Chevrolet Camaro's. They just didn't look like they should be there, maybe on the high banks at Daytona, but certainly not at this British race in France!

Of course, like so many American entries in the past, they did really well in the practise sessions but once the race was well underway, were continually in the pits with breakdowns. However, to me, these cars were the stars of the show and every time they came out of the pits received cheers and applause.

This 1982 race was a great event, it felt particularly British as the Falklands war had just been won the week before and an immense number of Union Jack flags were on display.

This first visit sparked my love of this race and thereafter followed another 25 return trips. On two occasions, I thought it might be fun to try a different mode of transport to the event. So, I hired a twin engined aircraft and a pilot for the weekend and went with six mates. Tents and sleeping bags could be stored in the boot (nose cone). The real advantage was the trip back, with the race finishing at 3pm, I could be back home at my bungalow adjacent to Shoreham airport two hours later and with the time difference, I was in my garden supping a cup of tea at 5pm. Whilst it might seem a bit extravagant to hire a private aircraft, when the comparative costs were fully and accurately calculated, it was less expensive than taking three cars on the ferry. The only real downside was coordinating my fellow travellers, invariably those first to say they were up for it, were the first ones to drop out, a bit like herding cats!

The event has changed a lot over the years, today the track has been modified to make it safer and none of the interesting parts which I liked in 1982 remain. Even the Mulsanne Straight is no longer straight! Nearly all the old buildings have been demolished and rebuilt. No longer can you sit on top of the pits at night, watching the cars come in for tyres and fuel, whilst dangling your legs directly over them. The only building still recognisable is the listed pissoir behind the start straight grandstands. However, today there are decent toilets available which is perhaps the only real advance in time. Even the renown fairground has gone. This was once an enormous attraction in all senses, complete with several shows of strippers brought from Paris for the weekend. So, I would say, if you have never been to the Le Mans 24 hour race, you must do it. But if you were there before, and anything over 30 years ago, then you may find it now to be a slightly lacking tame affair.

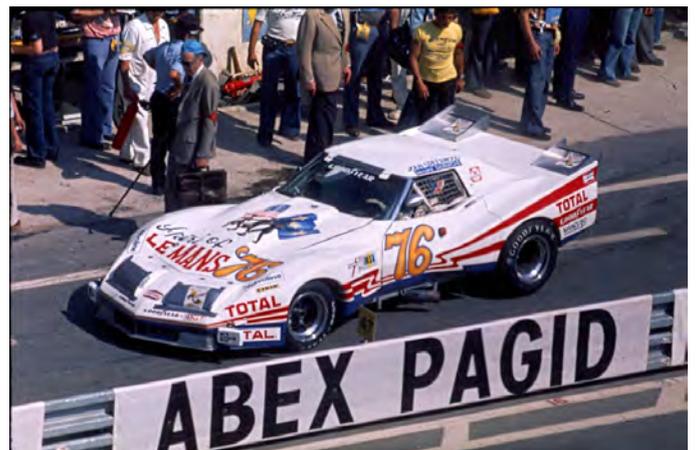
I only wished I could have attended in earlier years, to see Jaguar C and D types racing would have been great. The year Jaguar won again in 1988 was a truly memorable event but the year I really would have wanted to attend the most, is 1976. This had four memorably improbable American cars on the grid. These included two NASCAR, a Ford Torino (think Starsky and Hutch) and a Dodge Charger. Then two IMSA, a Chevrolet Monza and the best of the best, a 220mph Corvette!

I have in more recent times seen the Torino and Charger in historic classes at Spa. The Charger was also at a Le Mans Classic when my son Henry was invited to sit in it, via the window aperture as the door in true NASCAR style was welded shut. But my favourite car was the wide-bodied Corvette 'Spirit of Le Mans '76' which in qualifying had the fastest recorded speed on the Mulsanne. The owner driver, John Greenwood was a well known racer of the time. As per the usual script, all four cars failed to finish due to breakdowns. I thought the Corvette was a fantastic looking car and I was immensely pleased when hearing it was to appear at the Goodwood Festival of Speed taking part in the hill climb. I had a really good look over the car in the paddock and even had a chat with the new owner and also with the late and great Jerry Marshall who was fascinated by the elaborate induction manifold. The car was absolutely mint and looked superb, however to me, it was far too pristine and didn't quite look the same as the period photos, perhaps a case of 'Trigger's broom' or was it just like Le Mans, a great event but really not as good as it once was.

NDSCCC—Golden Pencil NASCAR at Le Mans

Whilst I regret not being there in 1976, I have since at least been able to see the two NASCAR's and 'Spirit of Le Mans'. Also, it is still possible to drive these cars, well sort of, thanks to the fact they have been made as very detailed slot cars and able to run on my retro slot car circuit.

Article by Nicholas Jackson who can be contacted at nicholasbjackson@hotmail.com



NDSCCC Membership



CLUB SHOP



NEW:

NOTEBOOK/PEN SET £5 each

CLUB KEYRING £2 each

CLUB CAR AIR FRESHENERS 2 for £2.50 SOLD OUT

STILL IN STOCK

IRON ON CLOTH BADGES £3

CAPS were £10 now £8

MUGS were £5 now £3.50

PIN BADGES were £5 now £3.50

T-SHIRTS & FLEECES

Please contact robjohn.martin60@gmail.com for details

www.ndsccc.co.uk



NDSCCC - Members Advertisement

Members are invited to advertise here free of charge.

Adverts will run for 3 issues unless the Editor is contacted to renew.

Anything car / garage related – for sale or wanted.

WANTED

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

Cash waiting. Please contact Tim timhatcher63@gmail.com or 07968434577



Stock photo – not really Tim's Man Cave

Hobbs Auto Electrics

Peter Hannam (HOBBIT)



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



07836558666

BASKERVILLE

Classic & Specialist Cars

Classic & Historic Motorsport Specialists

Unit 3, Sanders Yard, Brynsworthy, Barnstaple, Devon, EX31 3NP.
Telephone: 01271 342 019 Web: www.davebaskervilleautoservices.co.uk
Email: dave@baskervilleautos.eclipse.co.uk



Dave Baskerville Auto Services Ltd are one of the leading specialists in classic, historic, sport, rally and performance cars in the South West. Our expert knowledge based on nearly 40 years experience and technology allows us to service maintain and prepare a wide range of cars. If you are into classic cars for everyday road use or into rallying, auto /rallycross, hill climbs, endurance or indeed motorsport generally and you need engine rebuilds / tuning, transmission rebuilds, preparation etc. then come to www.davebaskervilleautoservices.co.uk

KARS AND KLASSICS

Based in Tiverton, Devon, we have the skills and facilities to ensure your classic is maintained to its highest standard possible. We work on cars ranging from 1929 to modern day, carrying out all mechanical jobs from servicing to full vehicle overhauls. Feel free to check out our Facebook page and look at some of the lovely cars we've had in.



Email: karsandklassics@gmail.com

Facebook: KARS and Klassics

160 Chapel st, Tiverton, EX16 6DF, 01884 253 422



Insurance tailored around you & your classic car

See how we measure up, call us on **0800 916 1288** and you could get a cheaper quote compared to online

At Adrian Flux we have over 45 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly.

Don't forget to ask about our breakdown cover!

Ask our experienced staff about:

- ✓ Club member discounts
- ✓ Agreed valuations
- ✓ Limited mileage discounts
- ✓ European breakdown cover
- ✓ Driving other vehicles
- ✦ Plus much more

Call our UK team on 0800 916 1288



[adrianflux.co.uk](https://www.adrianflux.co.uk)
Authorised & regulated by the Financial Conduct Authority
Trustpilot rating checked on 18th Aug 2021

ADRIAN FLUX
Insurance for the individual

NDSCCC - CLASSIFIEDS



Woodside Garage
Newtown
Bishops Nympton
South Molton
Devon
EX36 3QP

A small petrol station built in the 1950s, on the old route of the A361.

The road was realigned in the 1980s, and re-joining the road when heading east requires a short detour.

