

North Devon Sports & Classic Car Club

July 2025



CHAIRMAN'S CHAT

At the end of May and the beginning of June the club had a stand at the South Molton Vintage Rally on both Saturday and Sunday, the weather was not at its best but there were things to see and do. My thanks go to Mike Simpkins as lead organiser, I'm sure he got help from others.

The next gathering for the club was at Lyn Vally Classic, always a well-attended show with the club with the lovely back drop of the sea and Lynmouth itself. Again, thanks to Mike Simpkins.

The next event had to be cancelled due to the lack of response from the membership, which was sad to do but I would like to thank Robin Smith for his effort to try and get it off the ground. A lot of work goes into picking a route for all to enjoy so it is always with regret to cancel any event.

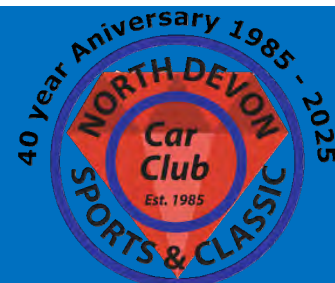
Ilfracombe again had a great turnout of club cars; we had some first-time club members showing their lovely vehicles and I hoped they enjoyed being there and felt welcomed. The weather was dry but very windy, but we had a good number of visitors. Again, we had a representative from this year's Charity Southwest Blood Bikes. We also had a visit from the Deputy Mayor Mrs June Williams who came along to see the cars and to thank the club for bringing our cars to Ilfracombe, a couple of photos went on to our Facebook page. My thanks go Ian McPhie and all who helped on the day.

As I write we will be going to Sheppy's Cider for a tour and some tasting of their produce.

Last thing, if you are booked to come to our 40th Party, we as a committee look forward to seeing you all.

Cheers Mark

NDSCCC COMMITTEE - 2025 /2026



CHAIR

Mark Coles - 01271 375952
gardenbirds1962@gmail.com

VICE CHAIR

Ian McPhie— 07360 220093
ian.mcphie@live.co.uk

SECRETARY

Clare Kane
 152 Moreton Park Rd
 Bideford
 Devon EX39 3HB
 07837 364841
ndscsec@gmail.com

MEMBERSHIP SECRETARY

Bob Meller
 40 Daneshay
 Northam
 Devon EX39 1DG
 07773 578282
ndscmc.membership@gmail.com

TREASURER

Clive England
 The Acers
 Goats Hill Rd
 Northam
 Devon EX39 1AJ
 07771 887094
clive@spikynorman.net

EVENTS CO-ORDINATORS

Di Coles - 01271 375952
macdes54@gmail.com
Mike Simpkins
m.simpkins893@btinternet.com
Ant Kane — 07823 447469
antkane25@gmail.com
John Whitehead—01271 866213 - 07752 576668
johnwhitehead1947@gmail.com
Alastair Young
alastairjyoung@gmail.com
Robin Smith—07971493811
robin@rjs61.net

NEWSLETTER EDITOR

Bob Meller
 07773 578282
ndscmc.newsletter@gmail.com

SOCIAL REP.

Judy Down — 07870 818011
jdown24@hotmail.com

CHARITY & FUNDRAISING LIAISON

Ann Whitehead — 01271 866213
annwhitehead1947@hotmail.com

MERCHANDISE CO-ORDINATOR

Rob Martin
robjohn.martin60@gmail.com

MEDIA TECHNICIAN

Tim Barker - Website / Social Media
tjambarker@yahoo.com

NDSCCC - Membership Renewal— March 2025—March 2026

Title	
First Name	
Surname	
1 st Line of Address	
Town / County	
Postcode	
Preferred Contact Number	
Email address (Please ensure this is clear)	
2nd Member Name	

Vehicle information - (continue over page if required)

Year	Make	Model	Registration No

Will you display your car at events? Yes / No

Cars at Club events may be photographed and images maybe published in club newsletter or used in online media.

PAYMENT DETAILS

Payment Method – Please circle applicable - Bank transfer Cheque Cash **If cash**, name of to whom paid and at which event.

Preferably pay online by Bank Transfer **using your Surname as the Reference**

Account Name: **North Devon Sports and Classic Car Club** Sort code **20-04-59** Account No. **50441007** at Barclays Bank

Please return your completed form with your fee of £15 to: **The NDSCCC Membership Secretary, 40 Daneshay, Northam, Bideford, EX39 1DG**
Cheques and online payments Payable to: **NORTH DEVON SPORTS AND CLASSIC CAR CLUB**

If paying online, you may email this completed form to the Membership Secretary at email address ndsccl.membership@gmail.com

Please note your details will be kept on the NDSCCC database for membership purposes, urgent communications, and newsletter distri-

You are reminded that it is an offence against the Road Traffic Act to use a motor vehicle on the road without a valid certificate of insurance and, where applicable, Tax & MOT.

Any member who attends an NDSCCC meeting or event with a vehicle not covered by such certificates will risk having their membership terminated.

bution. If you object, please contact the Membership Secretary.

Membership is renewable in March each year. All communication is via email (i.e., no paper).

To take advantage of the club insurance it is important both members sign this form.

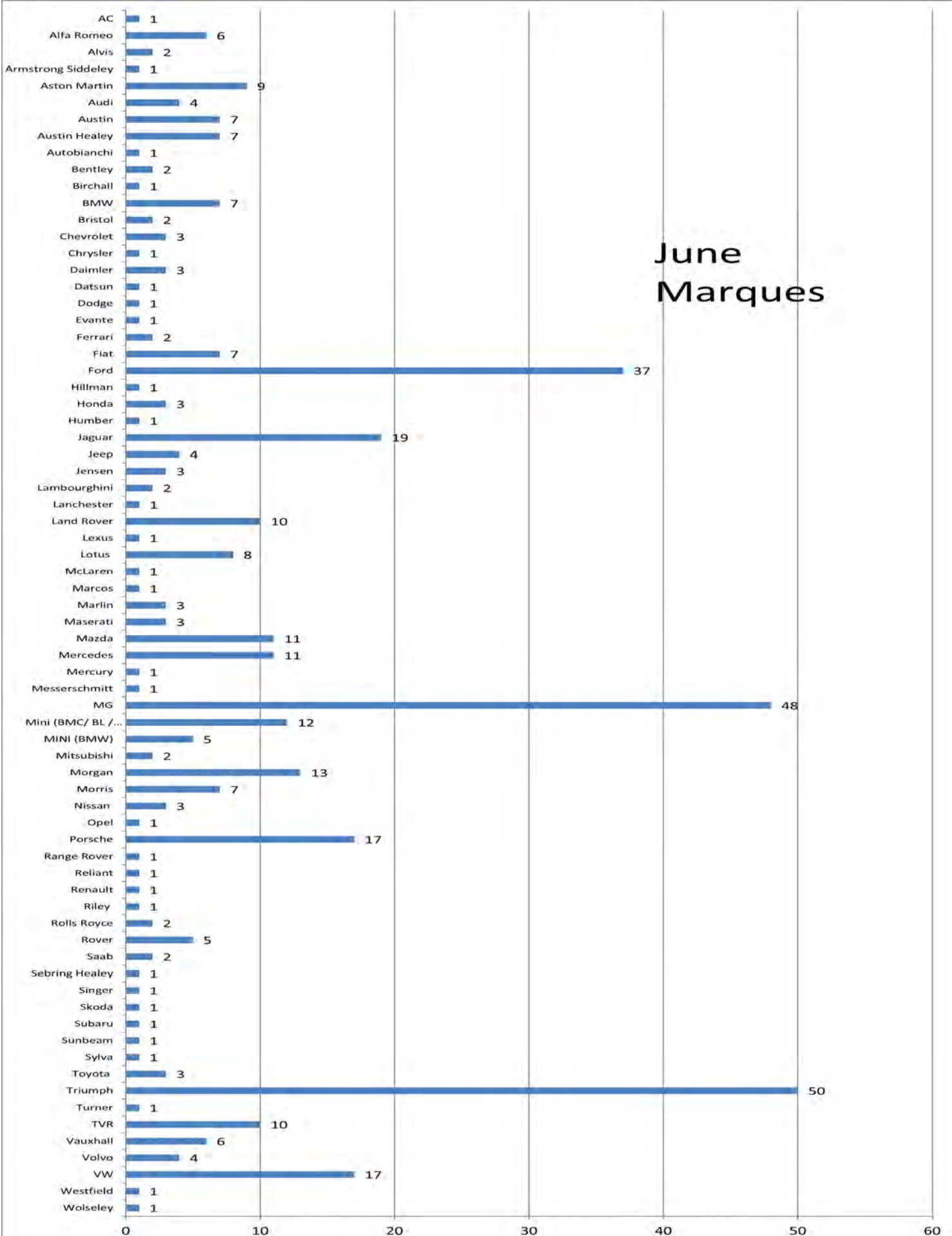
☐

Please tick this box to agree to follow the NDSCCC club Membership Rules:

Signed 1)

Signed 2) Date

NDSCCC— Members Cars



NDSCCC— Where We've Been

Lynton



NDSCCC— Where We've Been

Ilfracombe



NDSCCC— Member Contribution

Kevin Burrige—Headaches Page 1



With hope of improvements with our weather finally on the horizon, at Kars and Classics we've had a steady stream of classics through our doors. But as is always the unfortunate case there have been some classic-car issues. At the tail end of the year, we had "Stanley" the Austin hearse in for a head gasket. Although it is only a flat-head six, and should be simple to work on, we soon found that this would not be the case. Due to large tolerances in the gasket and studs, water has crept up through and caused severe corrosion around the studs. The first attempt of simply cranking the engine to use the compression to lift it free didn't even look at the issue, and our second attempt by machining a plate to sit on top of the studs, and using threaded bar with nuts, screwed into the plug holes to act as a puller also had little effect. It did raise the head, but once we'd reached the top of the head studs, we couldn't pull it any further up. With a 15mm gap now to work with we ended up having to use oxy-acetylene to heat the head around the studs, burning all the carbon and rust deposits out. This along with some very large lever bars finally resulted in the head coming off, after a frightening 4 days spent on it! After it was removed it was sent away for facing where it was discovered that as well as the gasket being gone, the head was also cracked. Meaning the head would need to be stitched back together. We had 2 new replacement gaskets made using the original as pattern, as we've found that such old gaskets may be new old stock but cannot be reliably trusted due to inappropriate storage causing damage or simply the asbestos filling going "bad" over time. Due to the specialist nature, the gaskets have taken several weeks to be made, but now everything is back we can get him back together and in service for another year's work.



NDSCCC— Member Contribution

Kevin Burrige—Headaches Page 2



Alongside this we've also had this lovely Stag in for some similar running issues, the original complaint was water expulsion from the header tank, but that was found simply just to be an incorrect level in the aftermarket tank. However the customer also wanted a compression test done to check the general health, with cylinder 6 found to be lacking compression. A cylinder leakage tester found that we had 45% leakage back past the inlet valve so the heads were going to have to come off this old girl too.

Now, if you've ever worked on a Triumph dolomite, [1850](#), or Stag. You'll know what a trial removing the heads are. Coolant, steel studs, and an aluminium head do not make a happy throuple, and because of the differing angles that the studs go through the head, you are unable to lift the head up over the timing sprockets and chain with the studs in place. There was absolutely no chance removing the top studs with their original screw slot, and whilst rusty nut remover sockets did wonders for removing a majority of studs. We also suffered with a mix of sheered studs in the head, and studs that were even too tight in the block for the socket to remove them. We mounted a plate to inlet face and had to use a bottle jack and 10 tonne porta-power to attempt to lift the heads. 12 hours were needed just to remove the LH head, whilst the RH head was so seized we had no choice but to carefully cut 3 studs off at the block to free it. With the heads off we could finally check the seats and strip the heads and we found the guide snapped off in 6. Along with some badly worn guides allowing sideways movement, and most concerning water based corrosion to the combustion chamber in cylinder 8. The corrosion is so bad the valve seats were proud of the aluminium, and the seats only staying in the head with thoughts and prayers. What is needed is to weld the combustion chambers, grind back the chamber to the correct volume and then fit a new set of guides and seats, hopefully then the head will be healthy engine again. But due to time constraints on this car, Kevin was able to find a pair of replacement heads online, ready to bolt on and be done. As he did so much work, the car also ended up with a complete new timing chain system whilst we were there, with the history of the engine not lining up with the condition, this was decided to be the safest bet for longevity. Hopefully the Stag will be running smoothly from now on and he can enjoy this fine English summer we're about to have *ahem*



NDSCCC Membership

CLUB SHOP



THERMAL INSULATED MUGS £8 each, 2 for £15

UMBRELLAS £20

CAPS AND BEANIES £10 each

NOTEBOOK/PEN SET £5 each

CLUB KEYRING £2 each

IRON ON CLOTH BADGES £3 each

NDSCCC - Members Advertisement

NDSCCC does not endorse any product or service appearing in the classified advertising featured in this Newsletter.

Members are invited to advertise here free of charge.

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

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

FOR SALE / RENT

03

If your pride and joy is rapidly deteriorating outside, or you just require more space then quality car storage is available in a new purpose built, secure, dry and insulated unit close to Crediton.

For further details, please contact nicholasbjackson@hotmail.com

Nick has photos, but for security reasons they are not here. Its purpose built car storage unit in the grounds of the owners home property. He wanted it for secure storage of his own car collection, which is about 10 cars.

There still remains space for a couple of cars and after discussion we thought it would be a shame not to offer to other genuine enthusiasts who are in need and would be appreciative. Although there would be a charge, this would be very reasonable and certainly less than usual commercial rates for such.



STOCK PHOTO

NDSCCC - Members Advertisement

NDSCCC does not endorse any product or service appearing in the classified advertising featured in this Newsletter.

FOR SALE—1970 Triumph Spitfire Mk3—£7250

Much loved Mk3 Spitfire in Damson Red, owned and garaged since 2009. MOT and Tax exempt, and ULEZ compliant. Electronic ignition, newly recovered and upholstered seats. Recent tuning and rolling road test by Dave Baskerville's in Devon. Comes with colour-matched hard top, and brand new tyres all round (plus an excellent spare and two additional tyres). Chrome hub caps all in superb condition (not pictured as I was awaiting the installation of the new tyres). Upgraded radiator and handbrake mechanism. Extensive history file including original bill of sale and Haynes manual. Only selling because I repurchased my first car recently and I cannot store both.

According to many, this is the most sought after spitfire due to it's power to weight ratio making it the most sprightly of spitfires. It really is a joy to drive, and the stainless steel exhaust, in this day and age, is to die for. The sound doesn't intrude but can certainly be enjoyed.

It had recently been restored to a high standard when I purchased it in 2009 and I have enjoyed it immensely ever since. I use and would recommend lead replacement additives, especially as super unleaded is increasingly difficult to source (I run it with 2 additives to keep the carburettors and jets clear).

The twin SU's were serviced earlier this year as part of Dave Baskerville's tuning and rolling road test, and the car starts on the button every time, idling perfectly with the electronic ignition. The electronic conversion is also recommended as I find it very reassuring not to have to worry about tickover, the car stalling, or the ignition timing changing. It just works like it should.

The car comes with the colour-coded hard top and I'm unsure which I prefer; the soft top was made in 2010 but the bulbous hard top really accentuates the 'boat-tail' look of the rear of the car and the car itself.

Numerous spares are also included; upgraded airbox with intake pipes leading to the front grill, headlights, spare top and bottom hoses, original and spare points, distributor cap, Mk2 (I believe) steering wheel, and a spare, hard to find, rear reverse light cluster housing. The chassis is extremely solid with no rust and while the car is perhaps not concours, it is certainly show ready, with no immediate work required.



CONTACT - Dr Chris Wilkinson

crwilkinson@hotmail.com

NDSCCC - CLASSIFIEDS

NDSCCC does not endorse any product or service appearing in the classified advertising featured in this Newsletter.



2025 DEVONSHIRE MOTORS Award Winning Accident Repair Centre

☎ 01271 340860 📧 bodyshop@devonshire-motors.co.uk

VEHICLE RESTORATIONS



Did you know not only are we a multi-award-winning accident repair centre but we are also a classic car restoration specialist?

If you have a classic vehicle that is in need of a complete body restoration or the paintwork just needs freshening up why not get the work carried out over the winter months so you can enjoy the vehicle next spring and summer when the weather is dry and sunny.



Classic car restoration is a specialty of ours and we can restore any make or model of vehicle. Whatever your requirements, our technicians have the skillset, experience and perhaps most importantly the enthusiasm to carry them out to the highest standard.



Call us today
on
01271 340860

our new
project!
restoring a
Motorbike fuel
tank!

We are based in Barnstaple North Devon, we have grown a reputation for high quality, customer satisfaction and efficient workmanship. If your vehicle is in need of some repair work no matter how big or small- we are here to help!

Approved repairer for the following Manufacturers:



📍 Upcott Avenue, Pottington Business Park, Barnstaple, Devon, EX31 1HN

NDSCCC - CLASSIFIEDS

NDSCCC does not endorse any product or service appearing in the classified advertising featured in this Newsletter.

Hobbs Auto Electrics

Peter Hannam (HOBBIT)



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



07836558666

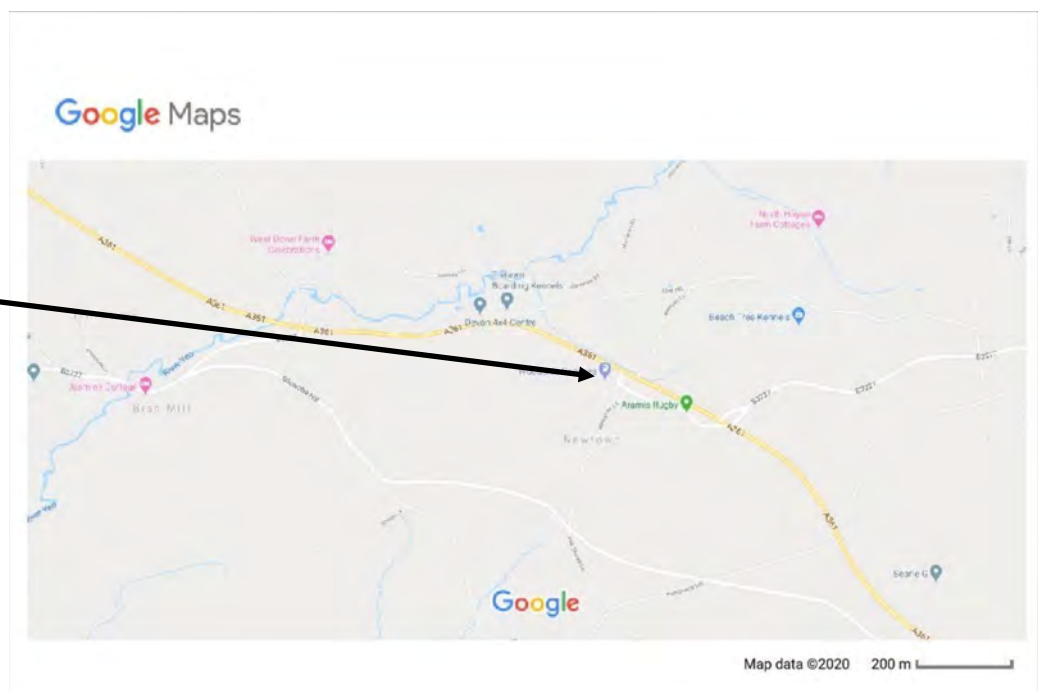
NDSCCC - CLASSIFIEDS

NDSCCC does not endorse any product or service appearing in the classified advertising featured in this Newsletter.



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.



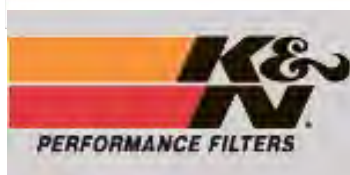
NDSCCC - CLASSIFIEDS

NDSCCC does not endorse any product or service appearing in the classified advertising featured in this Newsletter.

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

NDSCCC - CLASSIFIEDS

NDSCCC does not endorse any product or service appearing in the classified advertising featured in this Newsletter.

KARS AND KLASSICS

Tiverton - Devon

40 Years experience

Maintenance, welding, overhalls, MOTs,
servicing, diagnostics

www.karsandklassics.co.uk

01884 253422