

North Devon Sports and Classic Car Club



May 2020



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Could this be the M5 at
the end of lockdown?

CHAIRMAN'S CHAT

I hope everyone is keeping well in these strange times and that deliveries of food and medicines etc are getting where they are needed. If anyone is having difficulties getting essential supplies please let one of us know and we will see if we can use our network to help out.

So the cars have been polished and waxed more than at any other time in their existence and I am sure many of us are regretting the days when we said to our significant others "I'll do that later/when I have time". I thought elephants had long memories! We are doubly lucky in North Devon, not only do we live in a beautiful part of the country but we also appear to have missed the worst of this pandemic, and to such an extent that the South West doesn't even appear on the Government graphs any more.

A few of us took part in the virtual Drive it Day or as some called it On The Drive Day, it was great to see so many photos on our Facebook page. Ant and Clare even managed to put together a short "virtual" film of themselves in their Spitfire on the open road together with a real Spitfire (Merlin) sound track (I guess Ant has already worked through his I'll do that later list!).

With some larger stores starting to open again I guess the interior decorating and gardening will be next on the agenda now that the weather has started to become more seasonal. Such a shame that we have missed summer!

I don't think any of us can plan when our next Club outing will take place. Certainly the venues will have to take into account social distancing and that will make life difficult for pubs and the like. Mind you I have measured a typical car's width and I reckon the average is about 2 metres so we will be able to have "across the bonnet" meets. One thing is for sure as soon as we are able we will be out and about again but probably with a picnic.

The next Committee meeting will, hopefully use "ZOOM", and be in a week or so's time so we will update you on our plans after that by Email/FB and in June's magazine. Rest assured our "Break Out Run" will be something not to be missed!

One unexpected bonus of these times is that less cars are being advertised all round, I get at least an extra hour and a half each day.....time well spent on the "I'll do that later" list.

Cheers Tim

NDSCCC - MEMBERSHIP NEWS

Please note that Membership Subscriptions for 2020 are now due. The cost has remained the same—£15 per household, or £25 trade, which includes adverts in the newsletter.

Payment for membership can be by Cheque, Cash or Bank Transfer, details are on the membership form that may be found on the following page and on the website.

In order to reduce admin, you will keep your existing 2019 membership number for 2020, i.e. new membership cards will NOT be issued for renewals, but an email confirmation of receipt will be issued..

Thank you to those members who have already renewed.

Any queries please contact Membership Secretary on
club@ndsccc.co.uk

If you are a trade member, please send any new artwork for adverts (JPEG format please) to the Editor on ndsccc.newsletter@gmail.com otherwise existing artwork will continue to be used. You could also send a paper sample to the Membership Secretary and I will scan it in.

Thanks

Bob

Membership Secretary

PLEASE NOTE

The June Newsletter will only be sent to members who have renewed their membership for 2020.

So renew now to keep in touch!

NDSCCC - MEMBERSHIP FORM 2020

North Devon Sports and Classic Car Club Membership/Renewal

Title	
First Name	
Surname	
House Name/No.	
Street	
Town	
County	
Postcode	
Telephone Number(s)	
Email	
2 nd Member	
Email address for Mag	

Vehicles

Year	Make	Model	Reg

Will you display your vehicles at shows? Yes No

Payment

Payment Method	Cash <input type="checkbox"/>	Bank Trans <input type="checkbox"/>	Cheque <input type="checkbox"/>	Amount Paid:
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Cheques Payable to: NDSCCC

COLLECTED BY (if paid at a club event):

Please return your completed form with your fee of £15 to:

The **NDSCCC Membership Sec, 40 Daneshay, Northam, Bideford, EX39 1DG**

Preferably pay online. **NDSCCC sort code 20-04-59 account 50441007 Barclays.** Use your surname name as a Reference.

Please fill in the completed form and send to the Membership Sec. We can then ensure that our records are up to date and that you are on the Membership and circulation lists for the magazine.

You are reminded that it is an offense against the Road Traffic Act to use a motor vehicle on the road without a valid certificate of insurance. Any member who attends an NDSCCC meeting or event with a vehicle not covered by such a certificate will risk having their membership terminated. Please note your details will be kept on the NDSCCC database for membership purposes, If you object please contact the membership secretary.

Signed	1)	2)
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(To take advantage of the club insurance it is important both partners/members sign this form)

Date:

Like/Join us on our Facebook page

www.ndsccc.co.uk

NDSCCC COMMITTEE

North Devon Sports and Classic Car Club

Founded 1985

CHAIR	VICE CHAIR
<p>Tim Hatcher The Old Smithy Ash Mill South Molton Devon EX36 4QT 01769551861 – 07968434577 chairman@ndscce.co.uk</p>	<p>John Whitehead 01271 866213 - 07752 576668 johnandjoanw@gmail.com</p>
SECRETARY	MEMBERSHIP SECRETARY
<p>Clare Kane 152 Moreton Park Rd Bideford Devon EX39 3HB 07837 364841 secretary@ndscce.co.uk</p>	<p>Bob Meller 40 Daneshay Northam Devon EX39 1DG 07773 578282 club@ndscce.co.uk</p>
TREASURER	EVENTS
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NOSH AND NATTER REP.	SOCIAL
<p>Nick Peace – nick.xk120@btinternet.com</p>	<p>Judy Down jdown24@hotmail.com</p>

NDSCCC EVENTS CALENDAR 2020 / 2021 Version 3

This is changing weekly with events being cancelled

Please check Facebook and the Website for up to date information

Date	Event	NDSCCC event	Club Stand	Contacts
6th June 2020	Airfield Garage Car Show Seckington Cross, Winkleigh EX19 8EY	No	No	Nicky Brewer nicky@airfieldgarage.com 01837 682678
7th June 2020	Big Sheep Show Abbotsham EX39 5AP	Yes	Yes	Chris Arscott chrisarscott@ymail.com Booking form on website
14th June 2020	Lyn Valley Classic Lynmouth EX35	No	Yes	www.lynvalleyclassic.co.uk For booking form CANCELLED
18th June 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
21st June 2020	Ilfracombe Classic Show EX34	Yes	Yes	Glenn Merritt glennmerrittif@gmail.com Booking form on website
28th June 2020	Castle Hill Run	Yes	Yes	Tim Hatcheer timhatcher63@gmail.com Booking form on website
11th—12th July 2020	Powderham Show Powderham Castle EX6 8JQ	No	Yes	John Whitehead johnandjoanw@gmail.com Booking form on website CANCELLED
16th July 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
18th / 19th July 2020	Heritage Weekend The Puffing Billy Torrington	No	Yes	Rob Martin robjohnmartin60@gmail.com
19th July 2020	Rose Ash Revel South Molton EX36 4RA	No	No	Ross Griffin ross@shmooautomotive.co.uk CANCELLED

NDSCCC EVENTS CALENDAR 2020

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

Date	Event	NDSCCC event	Club Stand	Contacts
26th July 2020	Braunton Wheels	No	Yes	Alex Lain mercaston@gmail.com
August 2020 TBC	Combe Martin Show Pack of Cards Combe Martin EX34 0ET	No	No	Dave Coomber 01271 883429
13th August 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
August 2020 TBC	Thornfalcon Classic Taunton Somerset TA3 5NB	No	Yes	Details TBA
31st August 2020	Merry Harriers Merry Harriers Garden Centre EX39 5QH	No	Yes	Lorna Serna lorna@merryharriers.org.uk 01237 431611
September 2020	Children's Hospice Run New Inn Fremington EX31 2NT	No	No	Diane and Bob Harrison 01271 860914 Booking form on website
10th September 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
September 2020 TBC	Sidmouth Display	No	No	Details TBA
20th September 2020	September Run	Yes	Yes	Details TBA
October 2020 TBC	Castle Combe Autumn Classic Chippenham SN14 7EY	No	Yes	Details TBA

NDSCCC EVENTS CALENDAR 2020

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

Date	Event	NDSCCC event	Club Stand	Contacts
8th October 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
October 2020 TBC	Autumn Run	Yes	No	Tim Hatcheer timhatcher63@gmail.com
25th October 2020	Breakfast Meet 09.30	Yes	No	Details TBA
12th November 2020	Nosh and Natter, 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
29th November 2020	Breakfast Meet 09.30 The Panniers Barnstaple	Yes	No	Just turn up
29th November 2020	Pannier Market, Barnstaple EX31 1SY	Yes	Yes	Glenn Merritt glennmerrittif@gmail.com Booking form on website
December 2020 TBC	Nosh and Natter, Christmas meal 12.30 ---1pm Venue TBC	Yes	No	John and Geraldine Kenyon kenyonvirworthy@aol.com
January 2021 TBC	Post Christmas meal Venue TBC	Yes	No	Judy Down jdown24@hotmail.com
31st January 2021	Breakfast Meet 09.30	Yes	No	Details TBA
28th February 2021	Breakfast Meet 09.30	Yes	No	Details TBA

NDSCCC - On the Drive Day 2020 (formally Drive it Day)



As we were unable (but willing) to participate in Drive it Day, some members decided to show their cars on their drives and imagine they had driven somewhere.



NDSCCC - Member photos

Send your photos of what you're up to during lockdown
(Publishable photos only please!)



Hugh Rose sent us the photo of doing essential shopping in his Alvis. At least it gives the old girl a run.

NDSCCC Webmaster Tim Martin has been busy with the clay bar on his MGF wheels.



Kate Hatcher has been sending Chairman Tim up the wall!

NDSCCC - Something to check whilst we cannot drive our cars

Thanks to Malcolm Huxtable of Devon TSSC for his research and permission to share with NDSCCC

FUEL HOSE

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 Institut 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 - Member advice—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 subdivides 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 73379-3Eiii. 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

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 hose how about changing the clips as well? Be warned though, fuel clips are NOT the same as jubilee clips

Published: 25/03/2020

Due to the unfolding COVID-19 situation, cars and vans and motorcycles due their MOT from 30 March 2020 will have their MOT extended by 6 months.

This will continue until confirmed otherwise.

This will allow vehicle owners to continue to be able to get to work where this absolutely cannot be done from home or do essential shopping.

Vehicles must be kept in a roadworthy condition and drivers can be prosecuted if they drive an unsafe vehicle.

We have published guidance for garages. <https://www.gov.uk/guidance/coronavirus-covid-19-mot-centre-and-tester-guidance>

We've also published 2 guides for the public:

guidance on MOTs due before 30 March <https://www.gov.uk/guidance/coronavirus-covid-19-mots-for-cars-vans-and-motorcycles-due-before-30-march-2020>

guidance on MOTs due from 30 March <https://www.gov.uk/guidance/coronavirus-covid-19-mots-for-cars-vans-and-motorcycles-due-from-30-march-2020>

Published: 23/03/2020

The FBHVC is committed to following and passing on the latest UK Government advice on events and public gatherings pertinent to our member clubs.

Current government and public health advice states that all, non-essential social contact with other people should be avoided for foreseeable future and people across the UK are being urged to stay at home and only leave their house for essential supplies, to care for others and for one form of exercise a day.

Therefore, we have advised all historic vehicle clubs to cancel or postpone their monthly meetings and events for the foreseeable future, in line with government advice. We recommend cancelling all events and meets for the months of April, May and June 2020 (in line with Motorsport UK advice).

We urge you to keep checking back to these pages and the UK Government advice links below for up to the minute information.

To view UK Government advice visit: www.gov.uk

For NHS information visit: <https://www.nhs.uk/conditions/coronavirus-covid-19/>

NDSCCC - New events—ILFRACOMBE

**Entry forms may be downloaded from the website
www.ndsccc.co.uk**

ILFRACOMBE CLASSIC AND SPORT CAR SHOW

VICTORIAN PLEASURE GROUNDS

ILFRACOMBE

SUNDAY 21ST JUNE 2020

FREE ENTRY

**PLEASE EMAIL OR TEXT GLENN MERRITT TO DISPLAY YOUR VEHICLE AT
THIS SHOW**

PLEASE INCLUDE THE FOLLOWING DETAILS

YOUR NAME

CAR MAKE AND MODEL

NDSCCC MEMBERSHIP NUMBER IF APPLICABLE

**CONFIRMATION THAT YOUR VEHICLE IS FULLY ROADWORTHY AND HAS
RELEVANT INSURANCE AND TAX.**

Glenn Merritt : glennmerrittlf@gmail.com

07882576223

NDSCCC - New events—MERRY HARRIERS

Entry forms may be downloaded from the website

www.ndsccc.co.uk

Merry Harriers
Garden Centre



Classic Car & Bike Show

Monday 31st August



Including Auto Jumble



FREE ADMISSION 11am 4pm

NDSCCC - New events—MERRY HARRIERS

31st August 2020

Entry forms may be downloaded from the website

www.ndsccc.co.uk

Our Classic Car and Bike Show has been well supported for over 11 years now held on August Bank Holiday Monday. An Entry Fee of £5 per car is going towards supporting The North Devon Hospice. You are welcome to bring Auto Jumble with you. We will be Giving a prize for the best in Show and supplying an Afternoon cream Tea for two for every Entry

ENTRY FORM

Name

Address

Postcode

Telephone

Email

Vehicle type

Vehicle registration

Make

Model

Year

Engine Size

Please return completed form to Lorna Serna
Merry Harriers Garden Centre, Woolsery, Bideford, Devon
EX39 5QH Tel 01237 431611
Email lorna@merryharriers.org.uk

NDSCCC Golden Pencil Award

Members are invited to submit a short article for the chance of winning a prize at the 2020 AGM

This month— Tim Hatcher—Jensen GT

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 for 2019 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 2019.

WELL IF YOU THINK ITS WORTH IT! (Part 1)

There were only 511 Jensen GTs built, during the single year of production (1975), of which over half were LHD and exported. To day only around 20 RHD are left on UK roads with around another 10 or so "awaiting restoration". Unfortunately quite a few have been broken up in the past to donate their walnut veneer dashes, electric windows and drive trains in order to plush up their dowdy convertible counterparts, the rest just "fizzed" away.

So when I heard about a 43k mile from new concourse Jensen GT at a very good price I was somewhat excited. The fateful phrase "well if you think its worth it" is one of those that really means "be it's on your head and if it all goes wrong I'll remind you.....constantly!" So there I was contemplating a trip up to Scotland, with a trailer, to buy another Jensen GT, but this one was immaculate and did not have a sunroof fitted! As I said to Kate, just how many Jensen GTs do you see for sale, I mean if we decided to move it on at a profit it would be the only one for sale in the UK! (Some of you may recognise this attempt at self justification for yet another car). I even challenged Kate to use google and look for another Jensen GT for sale in the UK at that exact moment, so I was a little surprised when she found a dismantled restoration project for sale on eBay and a good deal closer in Axminster. Furthermore it had only been listed a few minutes ago.....I mean what are the chances! A few phone calls later and I found out that the Axminster car was being sold to clear a barn after the seller's Uncle had passed on, uncannily I could remember talking to the Uncle (Mick) at a show close to Axminster at Pecorama (near Seaton) a few years previously. I had been there in my own GT and he had made a point of talking to me about the "mare of a GT" he was restoring. Needless to say a deal was done with the promise of completing the restoration of Mick's GT rather than it being used as a source of parts.

This of course left myself, Kate and Alex to take a trailer to Axminster to pick up the bodyshell (the running gear was spread across the barn together with all the other parts. Fortunately having had GTs before and after completing the rebuild of my own blue GT we had a good idea of what parts strewn around the barn were actually Jensen. The search was complicated by a stripped down Sunbeam Rapier and various Ford Cortinas also being in the barn so there were literally parts everywhere!

continued

NDSCCC Golden Pencil Award

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This month— Tim Hatcher —Jensen GT

Getting the bare shell on the trailer involved some hefty fencing stakes (and a few choice words) and finding space for all the parts in the van a jigsaw in itself. Once back home, and with some extra manpower, the shell was mounted on the same rotisserie that I had used to restore my own GT. Although the majority of the welding had already completed I did remove a few flat panel repairs and replaced them with hammer formed “ribbed” sections and then the shell was off to be sand blasted. Once blasted it was then etch primed, 2 pack epoxy primed, sealed up then stone chipped, epoxy primed again before being top coated in 2 pack white. The panels were similarly treated albeit the blasting process used was very much gentler and of course only the undersides were stonechipped before painting in body colour. The engine bay was then painted in isolation and refinished in Jensen white.



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 and we also have some remaining calendars in stock which can be purchased for £3 each.

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 - MEMBER ADVERTISEMENT

For sale

1972 Triumph TR6

Contact Tim for details

timhatcher63@gmail.com

Built in 1972, reg in 1973 CP with Overdrive, Sapphire Blue.

Heritage Certificate, Recent new battery, coil, leads and plugs

Recent new door skins

The following have been replaced:

Fixed fan with Kenlow, standard headlights with high power halogens, steel fuel tank with large aluminium tank

Bosch fuel pump with Revington outboard kit, lighting, wiper controls with Revington Column set.

The following have been installed:

Logic control overdrive switchgear, Sports exhaust and manifold, relays on all heavy current circuits

Bluetooth/phone compatible radio/CD, Power Assisted Steering system (Stag I believe), hazard flasher system, secondary bonnet release, improved sound installation.

Engine lightly balanced/tuned by Classic Marque 2011/2012

Running on Evans waterless coolant

Two sets of keys

Any questions— contact timhatcher63@gmail.com . Phone numbers etc on the Committee page.

Advertising on behalf of the current owner.



NDSCCC - MEMBER ADVERTISEMENT

For sale

1972 Triumph Stag 3Litre V8 Manual

Contact Tim for details

timhatcher63@gmail.com

1972 Triumph Stag in Tahiti Blue with a tan interior and black canvas hood. A manual overdrive car with a significant amount of recent history. Good alloys with recent tyres, comprehensively Waxoyled underneath. Recent bodywork includes inner and outer sills, wheel arches replaced and paint throughout (albeit there are a few storage marks in places). The Stag was prepared for continental touring throughout Europe and was used as such over the previous 5 years or so. Preps included cylinder head overhauls, cooling system upgrades, new shocks/springs, gearbox upgrade etc etc. The hood is in good condition, the recess that it folds down into (a known corrosion spot) is good and a steel hardtop will also come with the car (it was painted at the same time as the car and is in good condition steel wise but would benefit from some trim being re attached on the interior).

Quick look through the recent history shows.....lots of small bills but main highlights

Paper copy MOTs 2011 (34k miles) to 2018 (40k miles)

2011 cylinder head overhaul by Kar Engine Services (circa £500), parts (£175 from LD parts), timing chain kits etc from James Paddock (£250 plus).

2012 Callipers rebuilt, stainless braided hoses, drive shaft gaiters, hub seals etc

2013/14 AM Restorations £8k inc. inner/outer sills arch work, front l/h floor pan etc

H4 headlights plus wiring kit etc £150

2016 clutch slave and master reseal kit ,stainless hose (£65)

Lots of the restoration photos on a data stick, the panel work looks to have been done well with the internals preserved well. Certainly shows the sill work and floor repairs etc.

The owner is also is looking for the history from the previous owner who is reputed to have spent £11k from 2006. The hardtop was painted at the same time....also had a new carpet set etc

The Stag will be sold with a new MOT and the owner is looking for offers around the £15k mark

All in all a good useable Stag that would sit well at any shows, with a good mechanical pedigree and of course that wonderful V8 burble!

Any questions— contact timhatcher63@gmail.com . Phone numbers etc on the Committee page . Advertising on behalf of the current owner / NDSCCC member.



NDSCCC - MEMBER ADVERTISEMENT

For sale

1972 Triumph Stag 3Litre V8 Manual

Contact Tim for details

timhatcher63@gmail.com



Hobbs Auto Electrics

Peter Hannam (HOBBIT)



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



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Dave Baskerville Auto Services Ltd

Specialists for Classic/Sports and Competition Cars
3 Sanders Yard, Brynsworthy, Barnstaple, Devon
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All carburettor work undertaken.
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Other services available included

Rolling Road Tuning

All Engine, Gearbox and Mechanical rebuilds

Race engine preparation for classics/historic

Restoration undertaken

Servicing

If you have any questions or need technical advice please
email:

caroline@baskervilleautos.eclipse.co.uk



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