

North Devon Sports and Classic Car Club



July 2020



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1949 Triumph Roadster 2000

This month's Golden Pencil entry.

CHAIRMAN'S CHAT

I start my monthly address with some sad news. Heather Ward has recently lost her father Bill Shillabeer. He moved from Paignton to Barnstaple in 1970 to become District Engineer for British Gas. At that time he bought his first new car, a Triumph Herald, and was a loyal customer to County Garage, working his way up to a Rover75. He passed away peacefully in his sleep and all our thoughts are with Heather and family at this sad time.

It seems that the UK is slowly starting to come out of lockdown with non essential shops already opening up and the promise of the hospitality industry starting up in some form in mid July. With UK Motorsport restarting on July 4th, and with social distancing in place, we are planning to start some social distance picnic run outs. The first one being a picnic at Wimbleball Lake on July 5 at 11:00 (Homebase 09:45, Link Road truck stop 10:10).

All our short term events will be outside and will be advertised in the magazine where we can but will also be advertised on our Facebook page as well as being E mailed out. There will be no need to book in throughout July as the "meets" will be at Public places, however we should all try to arrive together so as to enable us to park up together (with a cars width between us), to that end there will be meet up points promulgated together with timings etc. Hopefully, and as the situation improves over the coming months, we will be able to resume our indoor type meets.

Cheers
Tim

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 |
| <p>Clive England The Acers Goats Hill Rd Northam, Devon EX39 1AJ 01237 700776 clive@spikynorman.net</p> | <p>Glen Merritt – 07882 576223 glenmerrittlf@gmail.com</p> <p>Mark Coles— 01271 375952 desdec@hotmail.com</p> <p>Di Coles - 01271 375952 desdec@hotmail.com</p> |
| NEWSLETTER EDITOR | CHARITY & FUNDRAISING LIAISON |
| <p>Bob Meller ndscce.newsletter@gmail.com</p> | <p>Ann Whitehead 01271 866213 annwhitehead@talktalk.net</p> |
| MERCHANDISE CO-ORDINATOR | MEDIA TECHNICIAN |
| <p>Rob Martin – robjohnmartin60@gmail.com</p> | <p>Tim Barker - Website / Social Media tjambarker@yahoo.com</p> |
| 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 4

This is changing weekly

Please check Facebook and the Website for up to date information

| Date | Event | NDSCCC event | Club Stand | Contacts |
|----------------------------|---|--------------|------------|--|
| 5th July 2020 | Wimbleball Lake Picnic 11:00 am | No | No | No booking necessary. See Chairmans Chat for details |
| August 2020 TBC | Combe Martin Show Pack of Cards Combe Martin EX34 0ET | No | No | Dave Coomber 01271 883429 CANCELLED |
| 13th August 2020 | Nosh and Natter, 12.30 ---1pm Venue TBC | Yes | No | John and Geraldine Kenyon kenyonvirworthy@aol.com |
| 23rd August 2020 | Thornfalcon Classic Taunton Somerset TA3 5NB | No | Yes | Still to be confirmed. May be postponed. CANCELLED |
| 31st August 2020 | Merry Harriers Merry Harriers Garden Centre EX39 5QH | No | Yes | Lorna Serna lorna@merryharriers.org.uk 01237 431611 Booking form on website |
| 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 |
| 19th September 2020 TBC | Sidmouth Display Sidmouth Cricket Club 9 Fortfield Terrace, EX10 8 Sidmouth | No | No | Cars must be pre 2001 |
| 20th September 2020 | Drive It Day - 2nd attempt RAF Davidstow Moor Camelford PL32 9YF | Yes | Yes | Anthony Kane antkane25@gmail.com Entry form on website |
| October 2020 TBC | Castle Combe Autumn Classic Chippenham SN14 7EY | No | Yes | Details TBA |
| 8th October 2020 | Nosh and Natter, 12.30 ---1pm Venue TBC | Yes | No | John and Geraldine Kenyon kenyonvirworthy@aol.com |

NDSCCC EVENTS CALENDAR 2020

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

| Date | Event | NDSCCC event | Club Stand | Contacts |
|----------------------|---|--------------|------------|--|
| 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 glennmerrittlf@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 Golden Pencil Award

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

This month— Peter Wren — 1949 Triumph Roadster 2000

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.

We are rolling out a new award for 2020, so please put pen to paper or finger to keys and tell us a story via the club magazine for a chance to win this valuable prize.

Templates can be found on the website.

Triumph Roadster 2000, KXC 749

Chapter One:

I acquired this quirky old lady in July last year (2019) when she was just approaching her 70th birthday, having been first registered on the 4th August 1949. There were 2000 examples of this model produced from 1948 until the end of production later in 1949.

There was an earlier version with an 1800cc engine produced from 1946 of which about 2501 were made. This was the end of the Second World War and steel was in short supply, but there was plenty of aluminium left over from the air craft production. Manufacturing industries were all gearing up for a recovery in industry and not least was the switch from military vehicles to domestic/personal vehicles, and Triumph (bought out by Standard Motor Company in 1944) wanted to produce a modern sports tourer which would take on Jaguar and seat 5 people! And so it was that the aluminium bodied Roadster was conceived, albeit a step on from the pre-war Triumph Gloria. There is a basic tubular steel box on which an ash frame is fixed. The aluminium body panels are attached to the frame and each other. Because of the desire to seat 5 a bench seat is used which requires a column gear change, but more of that later! To accommodate the other 2 passengers



there is a dickey seat arrangement in the “boot”. This model is the last to offer this strange and frankly precarious seating. There were no health and safety standards then! Happy Days.



On a bright summer day my wife drove me to just outside Brighton where we were to pick up the car. It had been in the possession of the previous owner for a considerable number of years, but was little used and he had decided to move it on as he had a growing list of daily tasks and other time commitments. During my test drive I had some considerable trouble finding second gear in the 3 speed box. Second gear is pretty important in a 3 speed system! The seller seemed to have

very little problems, though he did miss it occasionally “It’s just a knack....you’ll get used to it”. So it was that my wife and I set off in convey for the 75 mile trip back to Surrey. I became adept at coasting up to and negotiating roundabouts, but did occasionally find second. I even resorted to starting off in second on occasions to avoid any embarrassing encounters with fellow road users. It must have been after about half an hour, when I was beginning to feel that I was getting on top of the situation, that the engine spluttered and died. Fuel gauge was showing about half full....though to be fair it did tend to jump from zero to half full!! It was out of petrol in the middle of lovely Sussex countryside, but I had no idea where there was a petrol station. .

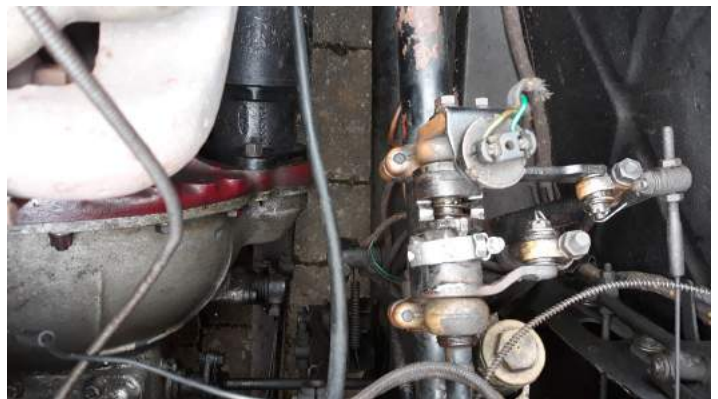
NDSCCC Golden Pencil Award

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Helen set off in her car to search for petrol, I tinkered. She returned in about 40 minutes with a can of petrol. Refuelled I started off and kept an eye out for a petrol station along the way. Filled up at the first opportunity and continued homeward, though there was little change in the level showing on the fuel gauge! (Note to self, 1. Fix fuel gauge 2. Carry a can). Made it home without scaring too many other drivers at junctions as I barrelled through. Got some strange looks from the younger generation when I stuck out my arms to signal my intentions!

The next day we were due to go over to my daughter's so thought that Grandchildren would like to see the "old car that grandad has bought". "What have you done Dad?" was the reaction. Kids loved climbing in and out of the dicky seats, though we did not venture out with them in situ! Returning that evening we were about half a mile from home when I failed to find any gear...not just second....nothing! I kept stirring the pudding spoon attached to the steering column....nothing. I rang the RAC. It was dark, I had no torch or tools. I could not see what might be wrong with the gear selection as the linkage looks like the fractured legs of an oversized Tarantula. The RAC eventually arrived after about 3 hours. Helen had decided to walk to our flat and leave me alone with my "new baby". It started to rain. The RAC loaded the car on to its low trailer and took me to my local garage. Couldn't get the trailer backed up onto their forecourt (road too narrow) so we pushed it. Who ever said aluminium was light? I left a note in their letter box saying that I would be back in the morning and sorry for blocking their workshop!! It was now about 4.30 in the morning. I got up a bit later than intended and hurried round to the garage about 8.30. There were a couple of mechanics with the bonnet up and the engine was running. I started to explain what was wrong and they said " No problem, we are just about done here" Apparently a screw-in pin which holds the gear selector dog on one of the shafts linkages had dropped out! In good old fashioned engineering principles this pin has a hole through the head and had a wire inserted through this and round the column.....in case it ever fell out! They had re inserted the pin, but found that the thread was worn so were just clamping a jubilee clip round the whole linkage dog to ensure



that pin stayed in place...where it still is today.

Chapter Two:

The next day we set off for home, fully fuelled as I had only filled it up a day or so ago and hadn't really been anywhere since. It was a sunny and very warm day so a great day to poodle our way back to Devon. The first 40 miles or so was relatively uneventful as it was along the M3. I was still anxious about gear changing when we might get into traffic along the A303. All was well until we got within about a couple of miles of Stonehenge where there was the inevitable build-up of traffic. This required frequent gear changes in the stop/start flow of holiday makers heading west. I got better at coasting and even engaging second on occasions. The other technique developed was starting in first and missing second altogether and going into top.

Continued.....

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Triumph Roadster 2000, KXC 749

However the slow crawl of traffic on a lovely summer day meant that the cooling of the engine was rather compromised. I would try and leave a gap ahead so that I could give the car a bit of space in which I could try and cool the engine by having air blow through the radiator as I moved up to the next queue. Once past Stonehenge traffic eased and things cooled down. We were chugging along at about 55 on the A303 in the section that has 3 lanes where the third lane has switched usage from one side to the other. We were just approaching one of those switch usage sections where our two lanes become one, just where faster vehicles are all trying to squeeze in before the second lane ends. Cough... splutter...nothing!! (B....r) Can't be fuel I only filled up the other day and we have only done about a couple of hundred miles. Fuel gauge shows about half....just like the other day!! OK but I have a can of petrol with me. Stepping dangerously out into the traffic we both try and push the car up onto the verge. Can't get it over the kerb. Three German Harley bikers pull up and shove us onto the grass. Vie-le und danke. Put the petrol in, get in, push the starter button,..... nothing. Engine does not turn. Check wiring around the starter button. Wire dangling, must have been knocked off when sliding across the bench seat. I re-attach the wire, engine turns, but does not fire. Manually pump fuel and re-try starter.... nothing. Don't want to drain the battery by keep on trying. Check all the basics, nothing seems wrong. Call RAC again for second time in 2 days! I hope it is not the same RAC mechanic. We wait outside the car as we did not want to be in it if some idiot tries too hard to squeeze in as the lanes merge. Where can I go for a pee? After about an hour I try the starter again and it starts!! Who knows why? I don't care, better ring the RAC and apologise for the call out. At this point we see a flashing light approaching through the traffic. "What's the problem" asks the RAC man, whilst I am running the engine. I explain....embarrassingly. He says that he will follow us to the next junction where there is a petrol station to see if we are alright. We fill up to the top as petrol spills out from the nozzle and takes the colour out of the paintwork. Continued on to home without further mishap. Note to self: Fix that fuel gauge... priority. Also learnt that average consumption is about 25mpg at best, much less in traffic

I checked on likely causes of misreading fuel gauge. Probable cause could either be faulty tank sender or poor earth. Because I had also noticed some smell of petrol I decided to remove the tank and replace the sender. I would also then treat the tank for corrosion and check for leaks. Replaced sender with one listed for Frogeye Sprite as replacement. Replaced tank, filled up and gauge showed full. Great. Drove locally for a week or so getting "the knack" of second gear. Went to a local car show at Taunton (along with Hugh and his Alvis) which was a great day out with a very wide range of vehicles. Fuel gauge showing about half full. Hugh led the way home as he is more familiar with the locality. Cough...splutter....nothing! Hugh says jokingly, "Not run out of fuel again?". "Its alright Hugh, I've brought the can". Topped up the tank. Hand pumped the fuel through, started and proceeded home.

As yet I have not taken the instrument dial out which contains the fuel gauge (along with the speedo, odometer, ammeter and clock) I have laid on my back with my head half under the instrument cluster and see a birds nest of wires entwined round each other along with the speedo cable and the fixings which hold the whole dial in place. Does anyone know who might be brave enough to tackle this? It needs someone younger than me to get into position and be able to see what they are doing upside down without their glasses falling off and manipulate various tools whilst shining a torch held between their teeth. Currently I try and keep a record of distance travelled and when I have filled up and estimate about 20-22mpg. It must be easier to get this fixed? Anyway there is ways something else that needs attention on this old lady.

Peter Wren



al-



DVLA - Drivers granted 7 month photocard licence extension

Published: 05/06/2020

The extension applies to drivers with a photocard driving licence due to expire between 1 February and 31 August 2020.

Drivers with a photocard driving licence due to expire between 1 February and 31 August 2020 will be granted a 7 month extension from the date of expiry the DVLA has announced, This will help drivers to make necessary journeys without having to obtain a new photograph to renew their licence.

Normally drivers are required to renew their photocard licence every 10 years, and bus and lorry drivers every 5 years. A new EU regulation has now been introduced which means photocards that expire between 1 February and 31 August 2020 will be automatically extended for a further 7 months from the date of expiry.

Drivers will be sent a reminder to renew before their 7 month extension ends.

This extension applies to the photocard. If a driver's entitlement to drive is due to expire and they wish to continue to hold a valid licence, they will need to renew this entitlement in the normal way.

DVLA Chief Executive Julie Lennard said

"This extension will make it easier for drivers who need to update their photocard licence with a new photograph. This means as long as they have a valid licence, drivers will be able to continue to make essential journeys."

"The extension is automatic so drivers do not need to do anything and will be sent a reminder to renew their photocard before the extension ends."

This change will be introduced from 4 June 2020.



DVLA launches online service to change address on vehicle log book (V5C)

Published: 18/06/2020

The new online service will cut the amount of time it takes for motorists to receive a new log book from up to 6 weeks to just 5 working days.

With the housing market opening up across the UK post lockdown, motorists who need to update the address details on their vehicle log book (V5C) can now do this online in a matter of minutes, DVLA has announced today. This will slash the amount of time it takes for motorists to receive a new log book from up to 6 weeks to just 5 working days.

Last year DVLA received around 1.4 million paper applications for change of address on a vehicle record. By using [the new service](#) to change the address on the log book the information will be updated instantly and motorists will receive a new log book within 5 working days.

Using this new service, it takes less than 2 minutes for motorists to inform DVLA of their new address. All they need is their vehicle registration number, log book document reference number and their postcode.

DVLA Chief Executive Julie Lennard said:

We're launching this service at a time when online services are becoming even more vital to help people get back on the road. This new online service is quicker and easier than sending your log book to DVLA so if you've just moved home try the service and see how simple it is.

This announcement comes as DVLA launches a campaign to encourage motorists to try their online services, rather than sending in paper applications. Recent research commissioned by DVLA shows that of those motorists asked 97% would recommend DVLA's online services

THE CONNAUGHT TYPE D GT SYRACUSE by Rob Martin

THE CONNAUGHT TYPE D GT SYRACUSE

A brief history of this car popped up the other day whilst looking at the Drivetribe YouTube channel and with my interest piqued; I set about a little research to find out more about what might have been for this little known British automotive curiosity.

The original Connaught company was involved in motorsport in the 1950's; its peak occurring in 1955 at Syracuse in Sicily with the first post war British car with a British driver to win a Grand Prix. It was Tony Brooks' first Grand Prix as well. His story is also worth telling but that is for another day.



There were a small number of further successes but insufficient funds forced the end of the company's racing programme in early 1957 with everything auctioned off later that year.

The name was resurrected in 2002 and in 2004 a concept GT car was announced to be powered by a V10 petrol engine in conjunction with an electric motor. This is the stuff of Sniff Petrol – a great idea on paper but fading away into nothing after a couple of years.

Two years later, the hybrid version was placed on hold but to raise money for its' development, the company announced it would build the Type D Syracuse, a 2+2 with a 300hp supercharged 2 litre V10 engine designed and built in house – not a crate motor from Audi, BMW or Chrysler. It would deliver a great power to weight ratio with a quoted kerb weight of 950kg and a top speed of 170mph with 0-60 coming in at 4.3 seconds.

It was to be built on a lightweight, composite structure with aluminium body panels. The front-mid engine layout combined with lightweight technology and a low centre of gravity would ensure good weight distribution, agility and balance. It would even feature stop start and cylinder deactivation for urban driving.

Despite government start up funds with a relocation to a facility in South Wales and a launch appearance of a fully built prototype powered I believe by a Ford Zetec engine (the V10 was not yet ready) at the 2006 Goodwood Festival of Speed, the project could not be saved. The technological claims and production numbers never came to fruition and the Type D went by the wayside.

It is not known how many were eventually produced, the picture above of a metallic green car shows a registration number of KX06 BUJ but I have seen a photograph of a metallic grey one registered KX06 BUH and another showing KX06 BUF. Swapping plates to show buyers that more than a single car was produced?

Robert Martin (Sources of information Autoexpress, ArsTechnica, Drivetribe and Jalopnik)

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This month— Tim Hatcher —Jensen GT Part 3

So with the shell now rolling and painted it was time to re unite with the engine and gearbox and start the process of fitting all the systems. The engine was rebuilt and during this process the very limited wear noted gave credence to the 46k miles and the fact that the car was last taxed in 1986!

The engine was rebuilt (by Dave Baskerville) using high compression pistons in the 1973cc 4 cylinder 16 valve Lotus derived engine. It was also dynamically balanced and fitted with a new 3 part clutch in the process. The twin 40 Dellorto carbs were similarly refreshed and jetted for modern fuels. Fitted with a media blasted manifold and a new stainless exhaust system. The rebuilt engine and original 5 speed Getrag gearbox were then fitted, with new mounts all round, into the shell. As for the roof, which if you remember was left in 2 pack waterproof epoxy primer, was fitted with a vinyl Everflex and ready for a similar Webasto to be fitted at a later date.

Next up—the refitting of all the systems and sorting out the wiring that last experience power in the 80s!



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.

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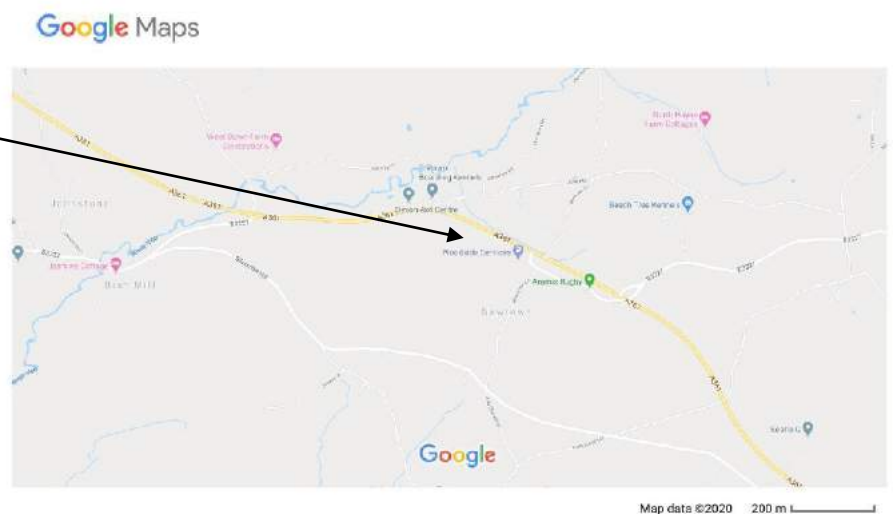


07836558666

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.