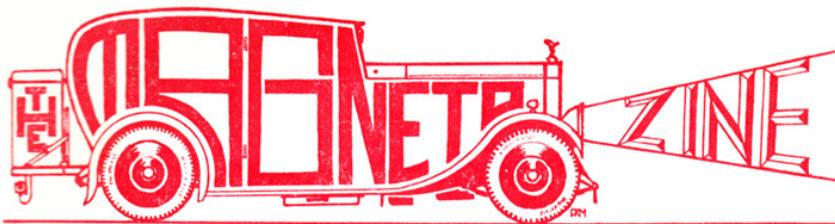


50th ANNIVERSARY



1930 ROLLS ROYCE



THE OFFICIAL MAGAZINE OF THE

Devon Vintage Car Club

1968



2018

Message from the Chairman

It is probably approaching 20 years ago that Christine and I joined the club. It was at the Ugbrooke House Classic Car Show that I think was organised by DVCC, if not organised by them they had a significant presence, there was a table manned by very pleasant folk who charmingly relieved me of my subscription payment. I joined on the strength of my MG Midget which at the time was not on the road, but it became so not too long after. What attracted me to the club was how friendly everybody was and such has continued to be the case during our membership.

I was asked sometime later if I would like to join the Committee, I consulted with Chris and she said it was okay with her but there was no way she was going to get involved because after 25 years' service with previous car clubs she thought she had done enough. Anyway, to cut a long story short, as many of you know, she eventually became Chairman, and a damn good Chairman she made until health issues intervened. Now you are lumbered with me in this our 50th year.

The various Committee members have worked well together during my membership and long may this continue. However, we will be losing Maurice as Secretary at the next AGM and he is going to be a very hard act to follow, hopefully we will find a willing volunteer to take over the post and carry the Club onwards towards another 50 years. What we will do for fuel by that time I do not know, perhaps convert those cars that continue to be used on the road to run on hydrogen in a similar way to cars now running on LPG.

Alan Kempster

Message from the Editor David Bishop

We do not usually publish in August but this being our 50th anniversary your Committee felt it would be nice to commemorate this milestone with a reflection of past years.

Much thought was given to what format this issue should take, we hope that you find this publication interesting.

Whilst it is most unlikely that any of us will be around when our Club celebrates its 100-year anniversary, I'm sure that we all earnestly hope that our cars are still being driven and enjoyed.

As you may remember, we asked for details of your cars when you paid your subscriptions this year and the results are shown here in alphabetical order.

It is quite a feat for a small non-marque car club to exist for 50 years and there

has to be good reasons for this. There will be many of course but we suggest there are two in particular. Firstly, the Club has been incredibly fortunate in having a remarkable succession of hardworking and enthusiastic officers over the years especially those who founded the Club and set a sound basis for growth. We have included a list of the principal Club Officers gleaned from Club records and we salute all of them. Secondly, and perhaps more importantly, the tenet of friendliness, laid down by the founding members, has been the cornerstone of the Club. Without either one of these factors DVCC would not exist today.

Some current and past members are mentioned in our A-Z because of their special or significant contribution to fulfilling the aims and objectives of our Club. There will be many others and apologies for not including someone you feel we may have overlooked. Please write or email us with your nomination for someone to be remembered and why. Perhaps it can be published in a later edition of the magazine.

BEGINNINGS OF THE CLUB

Back in 1985 we celebrated the Centenary of the internal combustion engined road vehicle. So, while we are well into the third half century of the motor car we, as a Club, are celebrating our own first half century. Let us think back to 1968 when the Club was establishing.

The War had been over for just over 20 years. Motoring before the War had been largely for those who were rather more affluent. During the War motoring ground to a halt and got off to a slow start again afterwards. Petrol was rationed. Few new cars were being produced, mostly to pre-war designs, and largely for export. However, with the greater exposure of service personnel to motorised transport, the demand for vehicles grew rapidly and all those cars and motorbikes that had been laid up during the hostilities were put back on the road. Production increased into the 50's, more new cars became available and so older vehicles were moved on to the less well off, mainly the younger generation, which is how many of us achieved car ownership, with an 'Old Banger'. Having scraped together the five or ten pounds to buy it, a few bob for a gallon or two of petrol and we were mobile.

If the car went wrong, you and your mates had to fix it, often with parts from the local scrap yard and again this is how many of our generation learned basic mechanical skills ending up blessed (or cursed) with a lifelong interest in classic cars.

Motor clubs go back nearly as far as the motor car itself. Initially the majority of them were for 'looking after' the motorist or the motorist's interests e.g. The Automobile Club (later the Royal Automobile Club - RAC) and the Automobile Association (AA) but also to encourage motor sport e.g. the Midland Motor Club and the Motor Cycling Club which were both established in 1901. These were followed by age related clubs e.g. the Vintage Sports Car Club and the Veteran Car Club and then 'one make' clubs e.g. the Bentley Drivers Club formed in 1936. Our Club started as the Pre 49 Club of Plymouth and the aim was to restrict membership to those owning a car designed before 1949 but with any make allowable. Until we became the Devon Vintage Car Club this rule was strictly enforced.

By the 60's the word 'Thoroughbred' (as in post-vintage thoroughbred) was in use and later the term 'Classic' gained in popularity. This was an indicator that people had become more interested in old vehicles as part of our heritage rather than merely a cheap means of transport. Up until then, Motoring Journals were more or less confined to the Autocar and the Motor, both of which were mainly concerned with new vehicles but included a selection of articles on older cars or reprinted road tests. Motor Sport, as the name implies, catered for the sporting interest, often including older vehicles which were still competing. As the enthusiasm increased, people got together and more motor clubs were formed and more events organised to facilitate maintenance, restoration and in order to show off the cars. With the growing interest, the market for specialist magazines increased and among the earliest was 'Thoroughbred and Classic' first published in October 1973 for the princely sum of 35 pence.

The initial meeting of those who formed the nucleus of this Club was pure chance. A young man was approached by two chaps while he was repairing his BMW Isetta Bubblecar, which had failed to proceed, by the roadside in Torquay. 'Are you interested in old vehicles then?' they asked, gaining the response 'Yes I am, but my parents, who live just up the road are even more interested' That young man was Christopher Hurst and this led to the meeting of his parents, Fred and Pat Hurst with Mike Hamby and Melvin Jennings who, it transpired, all lived in the same area of Torquay.

This occurred in the latter part of 1968 and over several afternoon teas the group slowly enlarged. A formal Club was established at an inaugural meeting on Sunday 2nd November 1969 incorporating some members from the Crank Handle Club of Plymouth which had failed at about that time. Named the 'Pre 49 Car Club Plymouth', the club had a loose association with an existing 'Pre 49' Club, of which there was at least one other branch, in Halifax, to which Mike Hamby had belonged before moving to the West Country.

The committee comprised Derek Adams as Chairman, Mike Jennings as Treasurer, Mike Hamby as Secretary and Pat Hurst installed as President because as well as her Classic Car interests, she possessed considerable public relations skills.



Pat was a founder member of Beaulieu Motor Museum Trust and is seen in the photograph with Lord Montague circa 1968, before the modern Museum Building with its Monorail was erected and is name changed to the National Motor Museum.

Pat and her husband, Fred were lifelong members of the Club, Pat being President for many years and Fred holding Committee positions until his early death at the age of 56. Their son, Christopher, who is still a member (longest standing) was also involved as a teenager, attending the first Rally in his Singer Sports Car. They were a motoring family. Club member Eddie Eddles remembers going to their villa in Torquay as a teenager and seeing a line of Interesting Cars under sheets in their

drive. Pat had memories of her grandfather polishing the brass headlamps on his 1910 Daraqe and as a child using an abandoned Lagonda at the bottom of the garden as a play house. Her mother, Marjorie Archer, took a test to drive Ambulances during the War - in a double-decker bus - having started to drive in pre-driving test days. Also, during WW2 Pat herself, trained and worked as a mechanic with the GPO (General Post Office).

The secretary, Mike Hamby and his friend Melvin moved to Strode House in Ermington, from where they issued the first News Letter dated December 1969. This invited anyone interested in the new club to an 'initial meeting' at Strode on 15th December – 'to get to know each other' and 'to discuss in detail the road the club will take'. The News Letter made reference to a future club magazine to be called 'The Pre 49ers' but there is no evidence this was ever produced and the club seems to have proceeded with a duplicated monthly News Letter produced by the Secretary.

In May 1970, the first Rally and Concourse was held starting at Dunstone Cross Filling Station, Yealmpton and finishing at the Lewtrenchard Hotel, Lew Down.



John and Beryl Friend with Rhoda Villis and Albi

On Friday 8th May –a monthly meeting was held at Plympton Guild Hall where one Paul Widdup talked about finding his Citroen. (Paul is no longer a Club

member but still lives in Modbury, working as a free-lance motor engineer and still has his Citroen Traction Avant). On Sunday 10th May – The Pre 49 Club Halifax Annual National Event took place in Bradford with the Plymouth Chairman, Secretary and Treasurer in attendance.

The Hurst Family, at that time, owned at least six ‘interesting cars’. Here are three photographed outside Strode House.



The Swallow Austin Seven, The M.G. TA and Christopher’s Singer Sports Car with three generations of the female side of the family.

Other cars included in their collection at that time were a 20/25 Rolls-Royce, a Wolsley Wasp and an Austin Pearl Cabriolet.

The story of the Model ‘T’ Fords was mentioned in the May 1970 News Letter: Pat Hurst and her husband met an elderly man, the owner of a local Taxi business, who had driven two Model ‘T’ Fords into the flooded Sourton Quarry at the end of their useful working lives. There is no reference to when they were driven in but a committee decision was made to try and extricate them. A sub committee was formed which included John Friend and Fred Hurst. Naval Divers from the Dockyard were co-opted, and press and BBC television were all primed to record the event when it was discovered that ducks were nesting in the quarry. The suggestion in committee was they could be shot as a bonus and to get them out of the way, but it was then discovered that the area, including the ducks, was protected and the whole idea had to be abandoned. There is also a note in this edition that the Pre 49 Club London had been established, with contact details for the

secretary, and that this fact would be advertised in the next edition of Exchange and Mart. (Who remembers that useful publication?)

An item from the Western Morning News of the 16th February 1971 notes that the first Rally of the season for the club starts at Plympton St Maurice and ends at Stamford Fort, Jennycliff and includes a mechanical check and a route to be completed within the hour. The interesting point is at the end of the article:

‘The Club hopes to acquire the Fort from Plymouth Corporation and set up a transport and military museum’. Plans were said to be ‘well advanced’ and the Corporation ‘showing a great deal of interest’. I wonder what happened to that good idea?

The Newsletter gave way to the Magnetozine in October 1971 and this first edition announced the name change from Pre 49 Club, Plymouth to the present Devon Vintage Car Club. The decision to change the Club name had been made at the AGM to disassociate it from other branches of the Pre 49 Club which had been the subject of adverse publicity. Then it was felt by the Committee that the word Vintage in the Club name, to the public mind, would merely suggest older cars, not as now, when it is generally accepted to apply to pre 1930 Motor cars.

The name Magnetozine was the brain wave of the President, Pat Hurst. The title as a calligram inside the silhouette of a Rolls-Royce was the idea of David Myers and drawn by him. It was modified slightly over the years, bore the title 1930 Rolls-Royce and carried the initials: DRM. The cover of volume 2, from October 1972, also included a line drawing of the front of a WO 3 litre Bentley (I think) which is our Club emblem. Again, I believe drawn by David Myers.

Was it our emblem before that date? (The Pre 49 Club Badge showed a crossed sword and umbrella surmounted by a vintage car and a bowler hat above that).

A certain Mr Bill Rogers from Torquay was a member at that time and the owner of a 1926 Blue Label 3 litre Bentley. Was this the model for our emblem? Pat also coined our motto: ‘THE MAGNETOZINE Generating that spark of enthusiasm in all those interested in old cars.’

The club appears to have been active from the start with monthly News Letters and Club Nights held in various locations round the County, sometimes with a film show or speaker. From 1973 an association was formed with Mumfords (Your Friendly Morris Distributor) and a Club evening and Film Show was held in their Showroom in Plymouth. The Club put on its own events and also promoted the activities of other Groups in the West Country with write ups and advertising in the magazine, as we still do.

There were regular runs and treasure hunts. The St. George’s Day Rally was first held in 1972 when members were sent out to look for ‘DRAGONS’. The first Autojumble was held in Okehampton but was called a Motobilia and The Elizabethan Rally, Concours D’Elegance and Motokhana, first held in 1970,

became the Club's main event for several years. Mike Hamby, who was something of a fixer, had close connections with Plymouth City Council and the Hoe was made available.

The first Rally only had six participants, see photo with group around Derek Adams's Rolls Royce, but by 1971 there were 42 cars and according to the Western Morning News 6,000 people turned up on the Hoe.



Picture shows Pat Hurst with the Lord Mayor of Plymouth walking along the line of cars and the Drive Past.

A few familiar names crop up in the early Magnetzines; John and Beryl Friend and family were actually involved from the start and very active within the club. John's first job was as spares secretary. Mark Parkman joined in 1974 with a

1935 Austin 7 and a Morris 8 Series E, John and Iris Trippas also joined in 1974 with 1935 Austin Ruby and later the same year Ralph Willis with the predictable Austin 7 and an Austin 10. Various trips were organised; an early one to Beau-lieu Autojumble was in a pre-war coach and apparently (inevitably) took a long time. The Elizabethan Rally gave way to the Cornwood Show and later the venue changed to Veal Farm. All these events took a tremendous amount of work and organisation from a club whose membership, at its height, was only just over 200. Several Continental motoring holidays were organised and a coach trip to the Schlumph Motor Museum.

The DVCC has made 50, not without a few ups and downs and it has changed with changing times. As you will see we have a very varied selection of cars in the club, but we more commonly see members out in cars of the 50s, 60s and 70s whereas in the early days they were all pre-war. But, of course, that was 50 years ago so what's the difference? The average age of members appears to have risen, but this is common to many clubs, and our activities have also changed. Club nights (finishing in the local hostelry) have given way to the very popular breakfast meeting. After 50 years our membership is as large as it has ever been so the Club must be doing something right. Here's to the next Fifty Years.

Compiled and written by Mike Oakins

Mark Parkman was asked to recall some moments and memories of his long membership and here is his reply.

“I am told that I am the oldest member of the Devon Vintage Car Club! Well let's clarify this, I am the member with the longest continuous membership, my membership number is 128. I joined at the “Elizabethan Rallye” on Plymouth Hoe in 1974, the membership form was one of the very first for the then newly named Devon Vintage Car Club, previously the club had been known as the “Pre-49 Club”. My twin brother had met many of the boys from that club a few years before. I remember him coming back from visiting a private collection of cars in South Devon really excited. I didn't feel that the Pre-49 club was for me, I was at that time a Boilermaker and only had Austin 7 but once I met the members of the DVCC I found them to be a very friendly and helpful bunch of people. Things haven't changed have they!

My application for membership was on one of the original DVCC membership forms created when the executive committee changed the name from the Pre-49 Club.

I digress, back to the Rallye on the Hoe. I can remember being a little disappointed with showing my 1934 Austin 7 (Bertha). Bertha was missing a pair of

headlights and a few other bits and pieces, she was driveable but obviously had no MOT therefore was trailered there. Towed behind my rather souped up 1971 Ford "Mexico" you have guessed there was more interest in the Ford than the Austin 7 on the trailer! Today some 40 years later the Ford would still turn a few heads and Bertha - still unfinished and up for sale!

In the early years the DVCC always ran a coach trip to the Beaulieu Autojumble. It was on one of those trips I found a set of Lucas headlamps for Bertha. I came back a very happy young man because I had saved rather a lot of money by buying two separate lights rather than a pair!

Speaking of Autojumbles, the DVCC back then held an annual one every Easter Monday at the market Hall in Okehampton, next door to where the motor auctions were held at the cattle market. It is Now the Charter House and Waitrose. I still have many bits and pieces bought from those Autojumbles - must have a clear out! I do hope that somewhere in the Club archives an original poster exists from these events, they were a piece of art!

My car story changes a bit here, my interest in vintage cars lead to a friend at work informing me that a garage door had blown down opposite his house and there was an old car inside. Investigations found that the owner had recently died and they were looking for someone to clear two garages and a house. Many weekends later I was the owner of a 1938 Vauxhall (which was sold for the price of the tires) and a 1938 Austin 7 (Zoe). The car was very original having been laid up many years but always appeared to have been greased and the engine started without a problem. The following year it was Zoe on the Hoe under her own steam. She attracted the attention of a young gentleman who was at the time rebuilding an Austin 7 and wanted to know how all the bits went back together. The young gentleman was our very own Gerald Lobb and once his Austin 7 was on the road we travelled the length and breadth of the west country together attending rallies over many years, it was through these trips my parents ended up buying Freda and joining the DVCC.

Within a couple of years of joining the DVCC I became the club librarian of a collection of handbooks and motoring books of interest. A selection of these would go around to our club nights - the MG Car Club called them Noggins & Natters, ours were normally in a hall followed by the pub. Venues for club nights were originally at the Masonic Hall Ivybridge, then the St John's ambulance hall, Totnes followed by the Village Hall in Modbury. Club nights were every month with visiting speakers, films, or some other entertainment. Summer months were

normally out and about including an annual barbecue on the beach at Bigbury on Sea where John Friend and Bert Toms would collect drift wood for the fire.

I have already mentioned Rallies, these didn't remain on Plymouth Hoe and we moved to Blatchford Manor at Cornwood, (by kind permission of Mrs Passey) David Myers had a carpentry workshop on the estate and through this contact we were able to have the use of grounds. A rally subcommittee would be formed to manage bookings etc then at the time of the rally, a few of us would take the Thursday Friday and Monday off work to collect and transport all the tents, toilets tables chairs etc. In preparation for the rally, grass needed to be cut, probably that is the very reason why all rallies had a lawnmower race! Cess pits were dug to empty the toilets then at the end of the rally had to be filled in, not to mention the emptying rota needed during the rally!

Other work; the site marked out for displays, areas roped off and tents erected. Topes always erected the main marquee (model tent) and we did the scout marquee for refreshments. John Fallon was contracted for sound and he provided a caravan which was used as a control room. A local historian provided the commentary Andy Endicott on the day, a friend from drawing office days.

These Cornwood rallies and those that followed at Veal Home Farm (where the new town of Sherford is today) often had an attraction to draw the public. I can remember Chitty Chitty Bang Bang, motor cycle display teams, marching bands, sheep dogs and many other attractions.

I should mention the Cornwall Vintage Vehicle Society, we always had a close relationship with this club and in May every year they would have a "Lands End Run" this run over the years either finished at Lands End or at Penzance Promenade. DVCC returned the invitation by an end of season run finishing on Plymouth Hoe the "Plymouth Hoe Motorcade". For many years I organised this event and used the income from the ice cream man, burger van and sweet stall concession to pay for the rally plaques, band and bouquet of flowers for the Lord Mayor.

Highlights:

I have met so many interesting people through the club which have added to my knowledge and stored it in those little grey cells. I mentioned club nights, one talk was from Andre who was in the French resistance and at the end of the war a list was found with his family being almost the next to be captured, a very close escape for him and his family.

Car runs, with over 40 years with the club we still find roads in Devon that we have never driven down - unbelievable! Rallies have changed, when I started the 1930 cars were in the majority with a good gathering of cars from the 1920s. Although we were one of the only clubs to actually have a class for modern classics in those early years we even had the vintage Japanese motorcycle club attend our rallies. I mentioned 1930 cars, we had a remark at Powderham one year that there were too many Austin 7s attending, that was in the days when we had a free tour of the house for attending the rally, how things have changed! It was also common in the early years for your expenses to be paid to attend a rally!

I can thank the DVCC for the retirement life it gave to both my mother and father (Ivor and Vera Parkman with Freda). If it hadn't been for my interest in vintage cars they would never have bought Freda and made so many friends through the Club. Also for my mother in law and father in law (Ron and Ada Henderson with Miss Spruce) Jan and myself had decided our 1956 Austin A30 was just too good a condition to use as daily transport, this was just at the time when Ron was due to retire, Miss Spruce was loaned to them for their retirement, it was the best gift we could have given them they made so many friends through the club, it made their retirement!

Regrets:

No not really, but disappointed once. I went to a club night once really excited about a 1930s Sports Daimler that I had just placed a deposit on. I had planned to sell my modern car to fund the purchase (1969 Triumph Spitfire) then within a week the seller rang me to say that since it had passed its MOT he had wanted to keep it, he returned my deposit and everything was fine. Later I found that someone attending the club night had offered the seller more money! Although upset at the time no regrets because at heart I am an Austin man. You buy a car but invest in an Austin!

Friendships:

Every member I class as a friend, like the many people in the club I know the member through their car rather than the name given to them by their parents!!

Future:

Well, my daughter went into engineering and my son is a petrol head having just rebuilt a Vauxhall Nova SR and drives a Vauxhall VX 220 2.2 supercharged My grandson seems to enjoy anything on wheels and just loves me to start the cars in the garage and sit on my lap as I drive them out.”

Librarian, Secretary, Magnetozone Editor, Magnetozone Dispatcher and more recently your holiday rep, membership number 128. **Mark Parkman**

Let's now start with our A - Z but first, although the Club came into being in 1968 the first newsletter was sent out to members on 1 December 1969 and fortunately a copy has surfaced and it is printed here. I wonder if any of the vehicles for sale are still on the road?

NEWSLETTER NO. 1. DECEMBER 1969

PRE 49 Car Club.

Strode Manor House,
Strode,
Ermington,
Devon.

Tel Modbury 400

Dear Member,

Welcome to the club! My apologies are extended for writing to you at such notice again! However, I would like you to know that we are having a club get together on Monday 15th December 1969, 8 p.m. at my place, Strode. For anyone who has not been there before the best way of finding me is to reach the village of Ermington and ask. If you have an eye for detail, on reaching Ermington village proceed on the Totnes road a very short way and you will cross a small humped back bridge. Immediately over the bridge (travelling from the direction of Plymouth) turn sharp left immediately. The sign post says STRODE PENQUIT and another sign says ERMINGTON A.F.C. Proceed along this well made but narrow road for about 300 yds there is a cottage on the left and about another 50 yards there is a gateway with a lodge house on the right. Turn in and up the driveway (please park prettily) and walk along the front of the house to the far end where I shall be waiting.

This initial meeting is designed to serve a variety of purposes but the main one is to get club members together to discuss a number of arrangements such as, further meetings, rallies and a programme of events. It will of course be an ideal opportunity for us to get to know each other. Waves are welcome to come along but unfortunately we cannot cater for the offsprings! It will be most helpful if you can bring photographs or slides (plus projector) of cars you own or are interested in. It helps to break the ice and is so enjoyable. The meeting will be most informal and we shall be afforded the opportunity of discussing in detail the road the club will take.

I thank all members who attended our little inaugural ceremony on Sunday 2nd November. I think it was successful in getting the club off to a good start. I thoroughly enjoyed myself and trusting you did also. I thank sincerely all those members who were in a position to come along on a Pre-49-er, I appreciate the effort and expense it takes but the pleasure given is also enormous.

Finally I have been told of the following cars for disposal, if anyone is interested give me a tinkle and I'll put you in touch:-
1934 Hillman Aero four seater tourer £90 with one for spares, 1934 Austin 10/4 saloon £75 running but needing some tidying, 1950 Daimler Consort saloon 29,000 miles from new, body sound but rear wings poor £65, 1932 Austin 7 saloon, rebuilt mechanically, excellent body, retrimmed £120, 1945 MG TC good mechanically, sound bodily but needs painting, asking £275, £1 value at £75. One rare Lancheester 14hp drop head coupe with coach built Langlau aluminium body £125, good bodily and mechanically, very pretty body line. 1939 Wolsey saloon 14hp for about £100 and a 1947 Riley saloon outstanding but expensive. 1948 Mercedes 220 saloon.

This is quite a selection and all the cars mentioned have not been advertised and are available to club members direct before being thrown onto the market.

Finally, a "First Edition" of our club magazine, "The Pre 49ers" is ready for press and should be available within two weeks typing time permitting! Anyone who would like to contribute an article on any relevant subject please forward to me as soon as possible which will be gratefully included in our next issue.

For new cheques see you on Monday December 15th

A

Alpha Romeo 1600GT Junior	Austin A50
Allard M Type	Austin A60 Cambridge
Alvis 12/50 Tourer	Austin A90
Armstrong Siddeley 14hp	Austin Big 7
Armstrong Siddeley Whitley	Austin Cambridge Farina
Aston Martin DB2	Austin FL1
Aston Martin DB7	Austin Heavy 12/4 Windsor (2)
Aston Martin DBS V8	Austin Maxi HLS
Austin 8	Austin Morris Pickup
Austin 10 Colwyn	Austin Ruby (2)
Austin 10/4 Lichfield (2)	Austin Seven (13)
Austin 12/4 Clifton Tourer	Austin Somerset Coupe
Austin 12 New Ascot (3)	Austin Healey 100/4
Austin 16/6 Burnham Saloon	Austin Healey 3000 BJ7
Austin A30	Austin Healey Frogeye
Austin A35	Austin Healey Sprite

Anil Koshti is one of the club's longest standing members,

he writes: -

We are very fortunate to have three cars - a 1929 Morris Oxford; 1934 Morris 10 and a 1950 MG YT. We have owned the older two for over 30 years. I have used the cars for weddings, school leaving proms, birthdays etc since around 1990. This is done for no charge however if they wish to donate to a charity, I suggest they may consider Children's Hospice SW, St Luke's Hospice, Erme Valley Riding for the Disabled or any charity of their choice. But I make it clear that nothing is owed to me as I enjoy taking the cars out for these types of occasions. The donation cheque is made payable direct to the charity. I also make it clear that the cars are old and could breakdown, hence they must provide a standby car just in case; normally the standby car follows us.

Eric Disdale (a neighbour & DVCC member) has helped with driving the second car for a large number of weddings and proms. Our son Bob, and son-in-law Craig Richman and another neighbour John Winzer (both DVCC members) have also helped in the past. In total, the Weddings and Proms etc have raised over £15,000 for charity. The picture on the next page shows Lord Julian Fellowes (Author of the TV series Downton Abbey) with Marion & me in front of our 1929 Morris Oxford which was used as a prop for a charity event at Gidleigh Park Hotel. The evening raised £23,500 for the adoption charity Families for Children.

I have recently decided to stop using the cars for weddings unless it is for close friends



Autojumble

On 15 April 1974 the first autojumble (or Motobilia as it was called then) was held at the Okehampton Car auction Hall and since then it has been one of the main events of the year raising funds for our chosen charities. After Okehampton, Plympton and Hatherleigh Cattle Markets were the venues. Unfortunately, 2017 was the last to be held at Hatherleigh and as we go to press a new site has been found and hopefully we will be there in the Autumn of 2018.

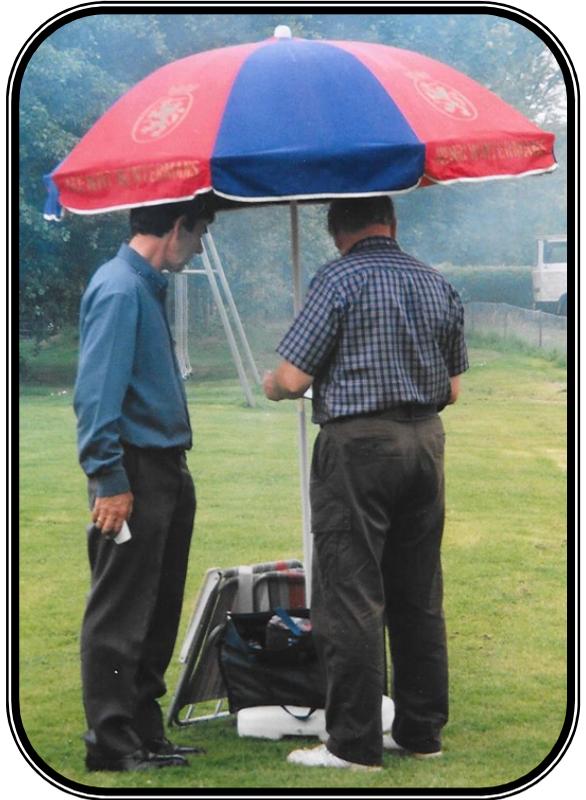
B

Bentley	3/4.5 litre	BMW	Z3
Bentley	Continental GT	Bristol	405
Bentley	Mk6	Bristol	408
BMW	330i	Bristol	409
BMW	528i SE	Bristol	Blenheim 2S
BMW	535i	BSA	Three-Wheeler
BMW	M5		

Barbeque

BBQs have been a popular annual event held in all weathers! Bigbury-on-Sea used to a regular venue in the early days. Oddly one of the most successful was last year when due to heavy rain the South Devon Railway and the good offices of our Treasurer Richard Elliott allowed us to use one of the station platforms and a railway carriage. Deciding where to place the BBQ always takes careful thought come rain come shine!

Ideas for a suitable caption to the Editor please!



C

Cadillac

Citroen

Citroen

Citroen

Citroen

2CV (4)

B12 11HP Saloon

BX

Light 15

Citroen

Citroen

Commer

Commer

SM

Xantia

Express Delivery Van

TS3

Camping

Most present-day members may not know that camping weekends were a big feature particularly in the 1980s. The age profile of our members was perhaps a little lower than that of today!

Charities

Dozens of charities have been recipients of donations agreed by Club members at the Annual General Meeting. Trawling through the Clubs Committee minutes we find that at least £50,000 has been donated over the last 50 years.

Committee

So many people have served on the Committee over the last 50 years and it is fitting to record here all those officers of the Club who have given up their free time over the years. The Club has had the services of five exceptional members over the last 20 years and it is fitting to salute them here. Maurice Williams who has been the Clubs beating heart for some 18 years as Secretary, Carol Eaton the unflappable Magnetazine Editor who with Gerald Lobb quietly go about setting up at the shows and Anne & Keith Chamings who print/collate/staple/address & post over 200 magazines eleven months of the year. Many many others (too many to list here) have served as Committee Members and in various other roles to ensure the smooth running of the Club's affairs and our thanks to them are also expressed here.

President

Pat Hurst
Nigel Hough
John Jenkins
Gerald Lobb
John Friend
Ralph Willis

Chairman

Derek Adams
David Myers
Jim Pritchard
Peter Toms
Wendy Beal
Mike Merry

Dave Todd
Beryl Friend
Wendy Beal
Mike Merry
Dave Todd
Beryl Friend
Ralph Willis
John Jenkins
John Friend
Mary Thorns
Christine Kempster
Alan Kempster

Treasurer

Melvin Jennings
Steven Endean
Colin Bolton
Adrian Beal
Derek Bonas
Ralph Willis
Sue Netherton
Beryl Friend
Maureen Martin
Paul Callan
Richard Elliott

Secretary

Michael Hanby
David Myers
Peter Toms
Jan Parkman
Mark Parkman
John Matthews
Rosemary Smith
Anne Chamings
Rhoda Villis
Cliff Kirby
Pamela Brinkhurst
Beryl Friend
Maurice Williams

Membership Secretary

Jan Parkman
Anne Chamings
Joyce Bonas
Ken Rogers
Tony Turner
Shirley Pyle
Marlene Jenkins
Sue Netherton
Roy Lester
Norman Brinkhurst
Eddie Eddles
Chris Bowden
Richard Elliott
David Bishop

Social Secretary

Jean Cardwell
Vera Parkman
Beryl Friend
B Hough

Dave Fry
Bob Martin
John Jenkins
Maureen Martin
Roy Lester
Beryl Friend

Rally Secretary

Keith Young
David Myers
John Jenkins
Colin Apps

Spares Secretary

John Friend
Reg Davies
Derek Bonas
Graham Seddon
Bill Pyle

Magnetozone Editor

Jean Cardwell
Wendy Beal
F Hipwell
Mark Parkman
Vera Parkman
Dave Fry
Jan Parkman
Bill Pyle
Jill Matthews
Joan Thompson
Keith Chamings
Brian Lambert
Carol Eaton

Librarian

Paul Brown
Brian Gill
Mark Parkman
Mrs M Davies
Derek Bonas
Gerald Lobb
Mark Parkman
Jenny Fry

Publicity Officer

Brian Gill
Peter Toms
David Todd
Anil Koshti

Patron

Pat Hurst
Beryl Friend

Cornwood Show

Here we have the welcome message from John Jenkins to the 1986 Show.

President's Message

Dear Friends,

I would like to take this opportunity to welcome you all to the Devon Vintage Car Club's 1986 Annual Rally. This show has now become well known on Plymouth's calendar of events.

The Rally was started many years ago with just a handful of enthusiasts, now it has grown to what you see here today, with over 350 exhibits on display plus a good selection of trade stands, sideshows etc; please give them your support.

Among this year's entertainments we have included a Grand Raffle with an M.G. Midget as the 1st Prize. It has been renovated by Mr. Bob Koshti who has just recovered from cancer, aged 19. All proceeds go to the Plymouth and Cornwall Cancer Fund. Also there are a large number of other prizes, so may I ask you to support us in a very worth while cause.

If you have had a good day with us and feel you would like to join our club, please go along to the D.V.C.C. Club stall where you can obtain further information and membership forms.

Finally, thank you for being with us this year and hope we will see you again on June 28th 1987. John Jenkins

Organisers and Officials

Rallye Organiser — John Jenkins
Committee — Gerald Lobb, Derek Bonas, Dave Todd
Commentators — Cars Derek Bonas
M/Cycles Ivor Parkman
Arena Marshall — Bill Pyle
Rallye Treasurer — Derek Bonas
Competitors Secretary — Wendy Beal

Acknowledgements

The grateful thanks of the organisers go to the following for their assistance: Mr. & Mrs. W. J. Ellis, for the site; Mr. Dave Tattersall and Ivybridge Motors, for rally sponsorship; Friends Motor Cycles, Ivybridge; Miss Tina Fisher and the Auto Angels; Mr. G. P. Quest and the Fire and Rescue Services Corps of Drum Band; Mr. Bob Tanner of the Tanner J School of Dancing; John Fallon P/A; Kernow Old Vehicle Club; Cornwall Vintage Vehicle Society; Crash Box Club; Kickstart Club; Custom/Rod Club; Devon and Cornwall Constabulary; Devon Ambulance Service; Devon Fire Service; Sergeant Derrick, Army Careers Office; all advertisers in the programme; Norwood, Roose and Co. printers; programme sellers; stewards; scouts; stall holders and everyone behind the scenes. Special thanks to all exhibitors for their supprt and making this a very successful event again.

***PLEASE KEEP THIS PROGRAMME AND
SUPPORT THE ADVERTISERS
WHO SUPPORT THE RALLYE***

D

Daimler	Dart (2)	Daimler	Sovereign 4.2
Daimler	Double 6	Daimler	V8 (2)
Daimler	Mk 2		

Drive-it-Day Run

St George's Day has, for many years, been the date when classic car owners throughout the country take part in "Drive-it-Day" and "blow away the cobwebs" after winter. DVCC is no exception and has been awarding George's sword to the winner of the Run and giving them the honour of organising the next years run.



Here we see Eddie and Julie Eddles, winners of the 2002 Run

E

A for 'orses
B for lamb
C for fishes
D for ential
E for B
F for essence
G for police
H for retirement
I for an eye

J for oranges
K for teria
L for leather
M for siss
N for eggs
O for the hill
P for comfort
Q for buses
R for mow

S for Williams
T for two
U for mystic
V for De Gaulle
W for quits
X for breakfast
Y for God's sake
Z for breezes

F

Ford	Anglia (13)	Ford	GPW
Ford	Consul	Ford	GT40 mk 111 replica
Ford	Consul Capri	Ford	Lotus Cortina mk2
Ford	Consul Capri GT	Ford	Model A Phaeton
Ford	Consul Classic	Ford	Model A Roadster
Ford	Consul mk2 375	Ford	Model T (2)
Ford	Corsair 2000	Ford	Popular 100E
Ford	Corsair GT Estate	Ford	Sierra 2.0 GL Estate
Ford	Cougar	Ford	Thames 307E 7cwt (3)
Ford	Escort 1.6 Ghia	Ford	Zephyr mk4
Ford	Escort 1300 mk1	Ford	Zephyr Zodiac
Ford	Escort RS2000	Ford	Zodiac mk4
Ford	Fiesta Ghia	Fordson	Thames
Ford	Fiesta mk2	Franklin	147 Saloon Special
Ford	Galaxie		

Foreign Travel

A number of trips to France have been enjoyed by members of the Club and we have unearthed a photograph of one of those showing Anne & Keith

Chamings outside their holiday home!



Memories of Kit & Lynda Marquand with DVCC overseas.

On our French trips, crowds would regularly gather when we stopped at villages for refreshment. The locals were always both friendly and inquisitive. We recall: -

- Getting lost in Rennes trying to find the market and then going down the Mulsanne straight with Mike Tomkiss being able to keep up in his Model T Ford (wooden wheels & all!).
- The trip to the Normandy beaches with the stop at St Mare l'eglise where we imbibed rather too well!
- The trip to the Caen Food Festival, parking in the town centre and sleeping in the university halls of residence.
- The trip to Santander and the Pecos mountains with various evenings at the bar in Potes consuming rather a lot of top shelf alcohol and walking the village the next day to avoid driving.
- The series of punctures in my Austin York.

Nowadays we are content to tour the UK in our Rover P5B.

G

Gentry MGTF Replica Gilbern GT

The Gilbern is of course owned by our Club Secretary of some 18 years now. This special edition of the Magnetozine could not pass without a special mention of him and Mary Thorns writes: -

A SALUTE TO MAURICE:

An Officer, (Hon. Secretary), and a gentleman with more than a touch of the British Bulldog in his pedigree Maurice took on the challenge of the responsibility of the position of Hon. Secretary of the DVCC having had the papers thrust upon him at an AGM which proved to be too much for the incumbent Secretary to cope with. I was not present at that meeting but I understand it became very heated.

Those days are well and truly past now and we owe a great debt to Maurice for his unstinting service to the club during his eighteen years in harness.

What a treasure we have been blessed with over the years. I served as Chairman for twelve of the eighteen years and very quickly came to appreciate

Maurice's strong capabilities in all aspects. He has been instrumental over the years in bringing order where chaos may have threatened. Very astute and clear-thinking Maurice has been the driving force in bringing stability to the club and steering us to where we are today.

Changes in the law in respect of older vehicles and the need for greater awareness of the law have always been identified and raised by Maurice.

The Club Rules were updated and the amount of work Maurice put in to legalising Entry Forms for shows was rewarded by National recognition in the old vehicle movement and, hopefully, entrants and organisers no longer signing or producing illegal entry forms, even the police were challenged and eventually changed their entry forms! (That's where the British Bulldog came to the fore! Talk about tenacity).

Hatherleigh Autojumble question? Ask Maurice. His work on Car Registrations with the DVLA over the years have consumed many hours of investigation but have virtually always been successful. In fact DVLA reps from across the country now come to him for advice. His close contact with many good friends across the country, including the FBHVC has meant that our club has been at the front end of developments in the movement.

Oh, by the way, he fries a mean onion in copious quantities for the annual barbecue!

Maurice – again we salute you and thank you so much for the years of utter commitment to our club.

Mary

H

Hillman Imp

Hillman Minx 10HP Tourer

Hillman Super Minx

Hillman Super Minx mk4

The Hoe in Plymouth hosted many a DVCC event, here is the cover from the 1972 Concourse d'Ellegance & Gymkhana.



I



I thought this was a shortcut dear!

J

Jaguar	2.4	Jaguar	XK120 Replica
Jaguar	6.0 V12 XJS	Jaguar	XK8
Jaguar	E Type (2)	Jaguar	XK8 Convertible
Jaguar	Mk2	Jowett	Jupiter
Jaguar	XJ-S		

Jealousy

Not a word we use about other club members cars but perhaps very occasionally when we see Kate Manley-Tuckers splendid Allard!



K No members with a car beginning with K unless perhaps someone has a Koenigsegg hidden away?

L

Lanchester	E18	Landrover	Series 1 88"
Lancia	Flavia Vignale Spyder	Lea Francis	14 Light Saloon
Landrover	Series 1	Liege (2)	
Landrover	Series 2A	Lomax	223
Landrover	Discovery	Lotus	Elan
Landrover	Series 1 80"	Lotus	Esprit

The **L**adies. What is clear from looking back through old magazines, committee minutes and people's recollections no way has the Club been male dominated. Right from the start Pat Hurst then Jean Cardwell, Beryl Friend through to Carol Eaton our present Magnetozone Editor, have played a constructive, vital and equal part all along the way.

M

Malone	Skunk	MG	Midget Sebring Replica
Mazda	MX5	MG	Midget TF
Mercedes	190 DB Ponton	MG	Montego Turbo
Mercedes	SL280	MG	PA
Mercedes	Unimog U411	MG	RV8
Mercedes	Unimog U411	MG	TA
MG	18/80	MG	TC (3)
MG	A 1600mk1	MG	TD (4)
MG	B Roadster (9)	MG	TF (2)
MG	BGT (3)	MG	YA
MG	GTV8	MG	YT
MG	J2	Mirach	V8
MG	Magnette ZA	Morgan	Plus 4
MG	Magnette ZB Varitone (2)	Morgan	Roadster
MG	Midget (3)	Morris	Ten

Morris	10/4
Morris	2-seater tourer
Morris	Cowley
Morris	Cowley Bullnose Chummy
Morris	Cowley Bullnose Sports
Morris	Mini
Morris	Minor (3)
Morris	Minor 1000 (8)
Morris	Minor Convertible (2)
Morris	One Ton Lorry
Morris	Oxford
Morris	Traveller (4)

Memories BUY A CAR INVEST IN AN AUSTIN

As a family back in the 1950s we never had a car but my parents would say when we have £5 we will buy an Austin7, well we never did have £5 to spare so we never had a car, I went to work on a BSA Bantam, and learnt to drive a car at 18/6d per lesson in an A 40 at BSM. One day I had enough money to buy an A35 as a family runabout, that was about 1970, then the thought of getting that Austin7 we had always dreamt of, and in those days 1973 without eBay you would read through the Exchange & Mart and I noticed an Austin7 for sale for £75 in Hemyock I thought that's near Plymouth I will go and have a look, when I got to the address and the barn door was opened I saw a car but thought that's not an Austin7, it WAS but a Ruby saloon I imagined a little box seven. Anyway I hired a Forrest Rental Ford Transit pick up and brought it back to Plymouth, I eagerly set about stripping it down to the last nut and bolt, cleaning repairing renewing parts and put it back together again. Then in 1974 the DVCC had a Rallye on Plymouth Hoe and my first outing was with the rolling chassis, if you look at a 1974 Rallye Program you will see the entry, so I joined the Club on the Hoe and have been a member ever since, and as you know I still have the car. Invest in an Austin.

Gerald Lobb

Magnetozine

The free monthly magazine issued to members has been the lifeblood of the Club. A succession of Editors has carried out a terrific job supported by many other unsung heroes and heroines behind the scenes organising printing collating and despatch. The first edition came off the press in October 1971 and on the next page is a copy of the front page.

THE



by the DEVON VINTAGE CAR CLUB

VOL. 1 Part 1
OCTOBER 1971

Do, this is not some other Clubs Newsletter, it's the re-vamped Newsletter. If you have not already heard the A.G.M. proved to be a turning point for the Club. Our old name of The Pre 49 Car Club of Plymouth has been changed because it had been forced on the Club to relief it of alleged associations, to which it is not a party, and is now known as the "DEVON VINTAGE CAR CLUB."

The reason why we have called it "Vintage", is that we have decided to break away from other Club's rulings that vintage means Pre 30. We still hold a great interest in Pre 50 cars, but would like to see classic cars of a later period in the Club. "Vintage" also has a meaning to the general public of any old car.

Also at the A.G.M., new rules were accepted and a copy of these rules will be enclosed with a membership card, which will be sent to you in due course, as a receipt for your annual subscription.

Malcolm Bachs has unfortunately stepped down from the position of Spares Sec. due to other commitments. We all thank him for what he has done and hope to still see him at our rallies.

John Friend offered his services for this post, and we wish him all the best. Jean Cardwell was also appointed Social Sec., this is a long over due post and we wish Jean every success.

Finally, with all these changes, whether you approve or not, let us not forget why we exist. Let us, also not loose the friendship and informal approach to matters that we have developed over the last two years.

EDITOR.

- COMMITTEE-
- PRESIDENT
- MRS P. HURST
- CHAIRMAN
- DEREK ADAMS
- VICE CHAIRMAN
- BOB DRAKE.
- SECRETARY,
- DAVID K MYERS.
- TREASURER,
- STEVEN ENDERAN.
- RALLY SEC.,
- KEITH YOUNG.
- SPARES SEC
- JOHN FRIEND
- SOCIAL SEC
- MRS J CARDWELL.

N

Napier
NG

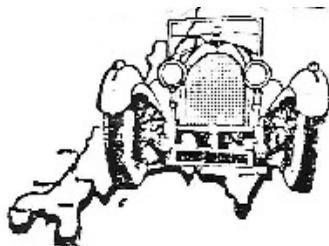
TD

NG
Nissan

TF
Bluebird

Newsletters were often issued alongside the monthly magazine, here is one from 1998.

Devon Vintage Car Club



NOVEMBER 1998 NEWSLETTER

CLUB 30th ANNIVERSARY NORTH DEVON RUN

On the last Saturday in September, 27 intrepid Club Members braved the inclement weather and left the Sourton Rest Area on the Club's 30th Anniversary Run, devised by Pam and Norman Brinkhurst. Even the pouring rain could not deter this hardy group and we headed off for our lunch stop at the Quince Honey Farm at South Molton. After lunch we travel up hill and down dale through the highways and byways of North Devon viewing several hundred pheasants enroute. We finish up eventually at the Cresta Hotel in Iltracombe for our evening meal. The following morning we make our way to Coombe Martin where many Members looked around the Motorcycle Museum whilst some of the ladies took in the delights of the shops. Fortunately, the weather had now cleared and we were able to enjoy the lovely scenery, especially around Woody Bay. The day finished with an excellent carvery at the Cedars in Hounstable, after which we all went our separate ways having had an extremely enjoyable weekend. Many thanks to Norman and Pam for all their hard work - and we all want to know where you're going to take us NEXT YEAR ????

BATHERLEIGH AUTOJUMBLE

Another successful event, well attended by stallholders and the general public alike. Rene was greatly missed and we all look forward to seeing him back on the scene. Many thanks to all who put time and effort into this event.

It's very good to see both Rene Masson and Beryl Rowe looking well after their respective "op's".

AGM 23rd October 1998

The AGM was attended by 26 Club Members and the newly elected Committee are listed below.

CHAIRMAN	:	John Jenkins	VICE-CHAIRMAN	:	Ralph Willis
SECRETARY/SOCIAL SEC.	:	Pam Brinkhurst	MEMBERSHIP SEC.	:	Norman Brinkhurst
MAG. EDITOR	:	Keith & Anne Chamings			
MAG. PRINT	:	Gerald Lobb	MAG. DISPATCH	:	Carole Eaton
AUTOJUMBLE SECRETARY	:	Ralph Willis			
TREASURER	:	Beryl Friend - until end of December - Nominees required to fill this position. If you are interested please contact any Committee Member.			

COMMITTEE MEMBERS: Marlene Jenkins : Mike Merry : Roy Lester : Roy Rowe :
Tony Nettles : Brian Davey : Chris Dugdale :
Sue Retailick : Mary & Guy Thorns : Rob & Maureen Martin:
Maurice Williams :

O

“Oh look at that car! My Father, Grandfather, Uncle, Aunt, Brother, Sister (select one or more of these) had one of those.” How many times have we heard that at car shows or when filling up with fuel. What is guaranteed is that our cars will always start up a conversation.

P

Pilgrim	Bulldog	Porsche	993
Porsche	914	Porsche	928 S4
Porsche	924		

Press Reports

The Club Archive contains many press cuttings of the wonderful Rallies held over the years and it absolutely amazes me how big and bold some of them were.

There are accounts of huge amounts of people attending events. The Plymouth Hoe rally of 1974 had well over 3,000 people and it was drizzling with rain!!

An account from the 25th Anniversary rally held at Vealeholme Farm in 1993 reports on the Death Defying stunts through hoops of flames by James Dylan on 2 and 4 wheels. Eddie Kidd style stunts included a leap through the air on a motorcycle but it wasn't over cars....it was over members of the crowd who lay on the ground! More than 200 cars were on display.

Another cutting tells us that Mark Parkman lent two 1930's cars for the new David Soul film "Mud". They were used in a street scene filmed outside the Astor Hotel on the Hoe.

A cutting from the Evening Herald in September 1972 reports on the world's first agricultural grand-prix on Plymouth Hoe during the DVCC's 2nd Rally. This was attended by 6,000 people!!

Plaques

Participants in the Rallies at The Hoe, Cornwood and Veal Home Farm were presented with plaques over the page are some of them.



Powderham

The Crash Box & Classic Car Club hold an annual Historic Vehicle Gathering at Powderham Castle. This has been a regular



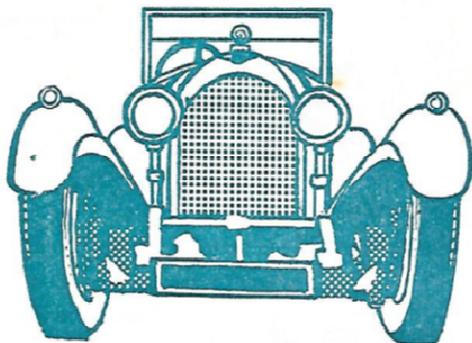
event for our Club and many members take the opportunity to display their cars and have a great day out.

Q

Quotation from an early edition of the Magnetozone heard after an event.
“One of the things I like about this Club is that it has something for everyone.”

R

Reliant	Prince Regent 12cwt van	Rover	Metro
Reliant	Scimitar GTE (3)	Rover	Mini
Renault	CV4	Rover	Mini Cooper (2)
Riley	RMF 2.5	Rover	Mini Thirty
Riley	Special	Rover	P4 95
Riley	RMA	Rover	P5 3ltr Saloon
Rolls Royce	20/25	Rover	P6 2000
Rover	10 Special Saloon	Rover	P6 2000TC
Rover	60 P3 Light Saloon	Rover	P6 3500
Rover	75 P3 Light Sport Saloon		



The
Devon Vintage Car Club

in conjunction with the
City of Plymouth
ENTERTAINMENTS DEPARTMENT
1972 SEPTEMBER CELEBRATION

presents

**The 2nd Annual Plymouth Rallye,
Concours D' Elegance and Gymkhana.
Sunday September 10th 1972**

THE HOE PROMENADE, PLYMOUTH.

Souvenir Programme

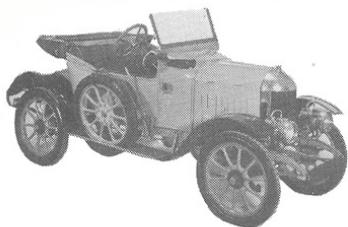
Price 10p

The Annual Rallye held at Plymouth Hoe was a hugely popular event attended by many enthusiasts

S

Sinclair	C5	Standard	Ten (2)
Singer	4-Seater Sports	Standard	Ten Van
Singer	9 Tourer	Standard	Tourer
Singer	Gazelle	Studebaker	Bullet Nose Saloon
Singer	Junior 7hp 4 seat tourer	Sunbeam	20/26 Tourer
Standard	8 Tourer	Sunbeam	Alpine
Standard	Big 9 saloon	Sunbeam	Alpine Series V
Standard	Eight (3)	Sunbeam	Talbot 10 Saloon
Standard	Flying 8 (2)	Sunbeam	Talbot 90
Standard	Little 9	Swift	10HP ED Tourer

Sponsors. We have been fortunate in having many sponsors since 1968 particularly for our Rallye's and the Magnetozone. Here is one that featured regularly in the 1970s.



50 years ago the Bullnose Morris Tourer offered the joys of open motoring.

Today you can buy the same joys with the Mumford Marina Convertible.



MUMFORDS



PLYMOUTH · TRURO · NEWTON ABBOT · TORQUAY · HONITON
Your Friendly Morris Distributors

The Sale Room

A regular item in the Magnetozone has been a for sale and wanted section. It was called "The Sale Room" in the 1970s and overleaf are some of the cars for sale

1946 Vauxhall 14hp new mot only two previous owners good condition
£140

1939 Rover 14 Saloon needs renovating £39

1952 Triumph Mayflower sills need attention, boot full of spares £75

Austin 16 Saloon basically sound but needs restoring, spares inc engine
£50

And finally, 1948 Morris Series E four door. Good condition, mot,
taxed, original log book, spares plus engine £80 - contact Mark Park-
man

T

Triumph	13/60 Convertible	Triumph	Herald 1200
Triumph	13/60 Convertible	Triumph	Roadster
Triumph	Spitfire mk4	Triumph	TR6 (3)
Triumph	Stag (6)	Trojan	Utility
Triumph	Toledo	TVR	280i
Triumph	TR250	TVR	350i
Triumph	TR3A	TVR	Chimaera 400
Triumph	TR4A	TVR	Vixen
Triumph	TR4A IRS		

'Tamar Tumblers'

Letter from Peter Taylor of Saltash

Whilst reading a very interesting article by David Bishop in the February issue of the Magnetazine, I noticed that in 1977 the DVCC were entertained by a gymnastic display. Well in 1978 my Trampoline Club, 'Tamar Tumblers', gave a display at the Cornwood Rally, which, by all accounts, was very successful, as was reflected in a very sincere letter from John Jenkins on behalf of the DVCC.

I particularly remember running through the grass, avoiding the thistles, to alight the trampoline from the springboard!!

Yours Sincerely P. Taylor DVCC membership number 3349

The programme is printed on the next page.

PROGRAMME

11.00 a.m. - 12.30 p.m.	Driving Tests
12.30 p.m. - 1.00 p.m.	Motor Cycle Tests
1.00 p.m. - 1.30 p.m.	Laira Youth Band
1.30 p.m. - 2.00 p.m.	Driving Tests
2.00 p.m. - 2.15 p.m.	Danceree
2.15 p.m. - 2.45 p.m.	Tamar Tumblers
2.45 p.m. - 3.15 p.m.	Vintage Lawn Mower Race
3.15 p.m. - 3.30 p.m.	Danceree
3.30 p.m. - 4.00 p.m.	Driving Tests
4.00 p.m. - 4.30 p.m.	Laira Youth Band
4.30 p.m. - 5.30 p.m.	Parade and Prize Giving

The above times are approximate and the Organisers reserve the right to alter the Programme in any way should weather or any other conditions necessitate.

U

U is for Unimog! One member who recently joined has two of them!

V

Vanden Plas	1500	Volvo	343DL
Vanden Plas	1300 Princess	VW	Golf Gti Cabrio
Vauxhall	10hp	VW	Scirocco mk1
Vauxhall	Cavalier Cabrio	VW	T2 Camper
Vauxhall	J Type 14hp		

Visits & Venues

Many an historic site, museum and National Trust property has been a venue

for DVCC and this is an account of such a visit.

Sunday 24 March 1974 – Report of Saltram House Tree Planting

On an overcast and damp afternoon 80 members gathered at Saltram House for the planting of an English Oak sapling which the Club had donated to the National Trust.

As you probably realise the National Trust and Saltram in particular have lost a considerable number of trees due to Dutch Elm disease and if destroyed trees are not replaced then trees to future generations will be only pictures in books. It was good to see several members taking their cars out of mothballs for what was the Club's first Sunday gathering since last September. Amongst those attending were Joyce Bonas with her Austin Big 7, John Friend and his tank of Austin 18 taxi with nine passengers aboard, Howard Standing and his Austin 10 and finally Wilfred Pearce with his Riley RME.

One of those present was Mike Hamby one of the founding members of the pre-49 car club. After the tree planting, members had an opportunity to tour the house after which we sat down to a cream tea. All in all, a very enjoyable afternoon and it was very nice to see and chat to so many old and new members.
Peter Toms Secretary

Volunteers

We have rightly listed the Club Officers who have given up their free and non-remunerated time over the years. There have however been dozens and possibly hundreds that have helped at Rallies, Shows and Autojumbles. DVCC would not have and could not have survive without them. Maybe the AGM in this milestone year will produce some new volunteers?

W

Willys Jeep Wolseley 15/50

Wiscombe

As part of our 50th Anniversary celebrations we had the idea of having a drive up the Wiscombe Hill Climb and our Vice Chairman managed to get a day arranged. When the day came, after weeks of unbroken sunshine, the morning of our ascent was dogged by pouring rain however this didn't stop those taking part having a great day out!



Here are some of those taking part.

The Marshall informed us that the record for the climb was some 33 seconds. One member was heard to mutter that it would be 33 minutes in their case!

X

An advert appearing in the February 1974 Magnetozone.

X Rated and going cheep cheep. 1970 Alpha Romeo 1750 Berlina. Dreadful ride for the elderly. Drinks petrol, shatters those of a nervous disposition, completely ignores speed limits, too comfortable for safe driving. Up to date radio and 8 track stereo for maximum distraction. Been advised by psychiatrist to sell at any cost. Worth a million but will accept £900. By the way it is red.

Y

Y do we do it? Goodness knows but it's good fun!

Z

So, we come to the end of this 50th anniversary edition but this is not the end or indeed the beginning of the end as a great man said, just the beginning of another year of enjoying and appreciating our motors and the friendship that surrounds them.

MOTORING

Vintage club's birthday

DEVON Vintage Car Club is 25 years old and to mark the occasion club members are staging a special 'Rallye 93' at Vesaleholme Farm, Plympton, on Sunday June 27.

Club President John Jenkins and Club Chairman Beryl Friend have been pulling out all the stops to make this special day a memorable one.

"We have an action packed programme," say Beryl and John.

Highlight of the Rallye will be the James Dylan world stunt team with some spectacular performances on two and four wheels.

Other attractions will include archery, clay pigeon shooting, vintage cars, motor cycles, stationary engines, commercial vehicles and music by the Ambassadors Band and Estover College Steel Band.

Stalls, sideshows and roundabouts will add to the fun of the day.

Among the vintage cars



Club president John Jenkins and chairman Beryl Friend with John's Morris 8 two-seater tourer

will be John's spottless 1938 Morris 8 two seater tourer and Beryl's husband John's 1933 Opel two seater tourer.

John also has a 1935 Morris 10/4, a 1937 Morris 10/4, a 1958 Austin Metropolitan and a classic Mark 1 Ford Capri.

John, an early member of the Club, sold many of his collection of vintage cars four years ago but will also be showing a

1935 Morris 8 two seater tourer.

All the club members' spick and span cars will be on display.

Formerly the Pre-49 Club the Devon Vintage Car Club has a strong social side and its members travel to many rallies

at home and abroad.

When the club was started by a group of enthusiasts only road runs and social events took place.

Then at the invitation of the late Mrs Jennifer Passery of Blackford Manor, Cornwood, the former chairman David Myers arranged rallies there year after year until the club outgrew the site and the manor was disposed of.

The rallies are now held at Vesaleholme Farm, Vinery Lane, Plympton, by kind permission of Mrs W J Ellis and family.

Many charities benefit from the club's annual rally and other events hold throughout the year.

Last year the club members raised £750.

"We hope to raise £1,000 by our next annual general meeting when the members will decide to which charities the money raised will go," said Beryl and John.

We hope you have enjoyed reading your Magnetozone and as I know how much time it takes for editing, I could not leave it there without saying a very big Thank You to David Bishop who has obviously spent many hours in compiling this special Anniversary edition of the Magnetozone

David has also been writing the 'Just a Minute' articles every month which I know many of you have found very entertaining and they will continue for the rest of the year.

Carol Eaton

You may notice a spelling mistake on the vintage front cover which we decided to leave as this was the front cover for the Magnetozone for about a year at the time and obviously no-one noticed!!