



STAG OWNERS CLUB

ISSUE 496 AUGUST 2024



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**BREAKDOWN IN SPAIN / INTERNATIONAL WEEKEND
VISITS TO PRIVATE ESTATES / STAG RESTORATION
KNOW YOUR STAG / DAYTIME RUNNING LIGHTS**

STAG OWNERS CLUB

HONORARY POSITIONS

President:

Past Presidents: Lesley Phillips, Ken Hudson

Vice-Presidents: Tony Hart (Founder Member, deceased 2023),
John Craddock, Stephen Kiefer, Chris Liles,
Simon Preece, Peter Robinson, Clive Tate

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The opinions in this magazine are those of the contributors and are not necessarily the official view of the Stag Owners Club nor of its officers. Members are reminded that when purchasing items advertised in the magazine the Stag Owners Club and its officers cannot be held in any way responsible for the quality or correctness of items included in the advertisement. Publication of an advertisement does not constitute a recommendation by the Club.

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SITUATION VACANT

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GENERAL CLUB INFORMATION

Change of Address

Please notify the Membership Secretaries, Marilyn & Peter Robinson in writing by post or email only, or from the Members Area on the Website, to ensure that your Magazine is sent to the correct address. It is important to include your POSTCODE.

Subscription Rates

UK £32, Overseas and Eire £60. Joining Fee £5.
Digital magazine only £25 No joining fee

Diary Entries

All diary dates for Area events, other than N&Ns, to the Club Secretary (address opposite). Events must be recorded for insurance purposes.

MAGAZINE Copy Deadline

All copy for the magazine must be with the Editor by the 10th of the month. Send by email or upload from the member's area on the club website.

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

Please send all advertisements to the Editor. Advertisements can be sent by Email and payment, where necessary, by the 10th of the month.

Back Issues

A limited number of back issues of the Magazine are obtainable, at £2.50 each incl p&p, from the Membership Secretaries, Marilyn & Peter Robinson.

Technical Queries

Members are invited to contact the Technical Advice Co-ordinator, Mike Allen (details opposite), with their technical questions and with experiences of how they may have overcome their problems.

Area Co-ordinators

If you would like to start up a group in your area, give your Regional Co-ordinator a ring.

FORUM

We have a very active forum for discussing technical and Club matters. This is open for all to view but only paid up Club members may post and reply. Access via the Club website.

INSURANCE Valuation Service

The Club provides Stag valuations (for a nominal fee) for the sole purpose of insuring under one of the schemes supported by the Club. Valuation Application Forms are available from the insurance section in the members area on the Club Website www.stag.org.uk

Insurance Scheme

The official Club insurance scheme for Members' Stags & other specialist vehicles is underwritten by ERS. Standard benefits include Breakdown and Recovery (including home service) for UK and European Union countries and unlimited Windscreen Cover. Zero administration fees. Complimentary return of cherished salvage (applies to all vehicles over 20 years of age). The scheme is administered for the Club by RH Specialist vehicle insurance. Tel: 0330 912 0018 Email: rh@ers.com
In the event of any query, contact the Club Insurance Officer Email: insurance@stag.org.uk and/or Emma Airey Email: emma.airey@rhspecialistinsurance.co.uk

Data Protection Act

Certain membership information is held on a computerised record system which is covered by the Data Protection Act 2018. If any member requires a copy of the information held on themselves, please contact the Membership Secretary in writing.

WEBSITE

The Club's email address is: soc@stag.org.uk
and the Homepage: www.stag.org.uk
For any Website issues contact: webmaster@stag.org.uk



EDITORIAL

The big event last month was National Day held at Brands Hatch motor racing circuit in Kent.

There will be a full report in next months magazine, but I can say that generally it was a very successful National Weekend. A good turnout both for the social events on the Friday and Saturday and on the Sunday the sun was shining and 170 stags turned up at Brands Hatch.

Well, this month a tale of woe from David and Sally Small from the Southampton area about their trip to Spain.

It can happen to any of us, a major mechanical breakdown while you're on holiday abroad. However, in this case, everything seem to work out satisfactory, it may give you confidence about touring with the Stag abroad, and when things do go wrong, they can be put right.

Some of you are possibly wondering what's happened to the plastic membership cards that we used to issue. We are changing to a new membership system and will be issuing cards in an electronic format for you to store on your phone or mobile device. In the meantime we are planning to issue membership cards in a format that can be emailed to you for you to either print or store on your phone. Please bear with us while we make this transition.

Carl Fuss

ISSUE 496 AUGUST 2024

Front Cover: The Windmill at Impington. Pic: Chris Grove

Back Cover: The Hindhead Tunnel. Pic: Peter Cutting



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WELCOME NEW MEMBERS

Mr. R.Noble	Norfolk	Mr. P.Jennings	Staffordshire	Mr. J.Dolski	Germany
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Mr. G.Overington	Chichester	Mr. D.Sleath	Staffordshire	Ms. B.Shailer	Evesham
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Mr. G.Entwistle	Ireland	Mr. M.Boast	Buckinghamshire	Mr. G.Thomas	Essex
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Mr. G.Lanham	Hertfordshire	Mr. M.Roberts	Norfolk	Mr. R.Young	Northumberland
Mr. S.Johnson	Lancashire	Mr. R.Heath	Middlesex		

THINKING OF VOLUNTEERING BUT AFRAID OF THE COMMITMENT?



Are you afraid that once you put your hand up, you are going to be locked in forever with no means of escape?

Well, we are hoping to change that attitude with a three year term for posts, in particular on the national level. Possibly the first year to get the hang of it, the second year to do it, the third year to find somebody to take over from you. However, if you find that you really love it, then you can stay as long as you feel you want to. On the other hand, if you realise fairly quickly this is not for you, you can step down at any time.

There are lots of volunteering opportunities in the club from being a member of the National Committee to the various posts that all go towards the smooth running of the club and bring benefits to all the members as a whole. If that's not for you then think about your local area you don't have to become a co-ordinator but helping out occasionally organising trips and days out is extremely helpful and does take the strain off the area coordinators.

For more information contact secretary@stag.org.uk

SOC NATIONAL COMMITTEE MEETING

5TH JULY 2024 THAME BARNS CENTRE, CHURCH ROAD, THAME OX9 3AJ

- **SOCTFL** discussions still under way around accounts and funding.
- **Club Van** possible new signwriting jointly with the Warwick Motor Hub.
- **New Deputy Co-ordinator** for Shropshire and South Staffordshire area appointed.
- **Insurance Valuations** Russell Lewis attended with an update and some concerns which he will be discussing with RH Insurance.

Full minutes are available on the Club Website once approved at the next National Committee meeting.

Carl Fuss, Chairman



WANTED

REGIONAL CO-ORDINATORS ARE NEEDED FOR THE SOUTH CENTRAL AND SOUTH WEST ENGLAND AND WALES REGIONS

Regional and Area Co-ordinators assist the Committee in the running of the Club by overseeing events in their locality and generally furthering the Club's aims and objectives. They provide the vital link between the membership and the National Committee.

The role of the Regional Co-ordinator is to:

- 1) Support the Area Co-ordinators in the achievement of their role expectations.
- 2) Act as a point of reference and assistance for Area Co-ordinators.
- 3) Arbitrate in disputes at an Area level.
- 4) Act as a liaison point between Area Co-ordinators within the Region and the National Committee via the Co-ordinators' Liaison Officer.
- 5) Keep the Area Co-ordinators within the Region informed on Club matters.

For more information Contact the Club Secretary: secretary@stag.org.uk

CO-ORDINATORS' LIAISON OFFICER REQUIRED

THE ROLE OF THE CO-ORDINATORS' LIAISON OFFICER

1. Working with other Club officers:
 - To circulate as necessary information for the Club's Areas.
 - To ensure the Co-ordinators' Advice is always up to date on the website.
 - To update the Co-ordinators' Area on the website.
2. To refer any disputes or suggestions to the Regional Co-ordinators.
3. To consider the suggestion of a new Area being formed with the relevant Regional Co-ordinator/s.
4. To remind and ensure that the Area Officers are in support annually of the Regional Co-ordinators.
5. To remind and ensure that the annual elections for Co-ordinators and Deputies are carried out appropriately through the Regional Co-ordinators.
6. To report to and liaise with the National Committee and with Regional and Area Co-ordinators.
7. To circulate the monthly membership lists to Co-ordinators.
8. To run the two Co-ordinators meeting (Spring and Winter) each year.

If you are interested or for any further information. Contact the Club Secretary: secretary@stag.org.uk

A QUICK GUIDE TO THE WEBSITE PART 7

MEMBERSHIP

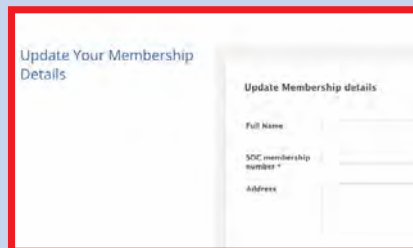
This time I'm going to explain about the membership systems on the website.

The Application and Renew are available in the public area on the website and you do not need to sign in to access these.

So if your membership has lapsed, not a problem – you can renew on the website.

There is a straightforward form to fill in and also payment can be made using your debit or credit card, or your PayPal account if you have one.

If you have changed your address or any other of your contact details such as email or telephone, you can fill in the "update your details" section under membership as well. You will need to be signed in to access this.



4 STAGS, 6 HOURS, 120 MILES

INTER CLUB INTERNATIONAL WEEKEND, MALVERN – JULY 2024

Did it really take us six and a half hours to go 120 miles to Malvern from London?

We decided to go to the Inter Club International Weekend in July, camping from Friday to Monday, taking advantage of the 'Early Bird' club booking discount.

There were seven in our group travelling from London, Manchester, Derbyshire, Essex and Suffolk – Me, Jerry, Steve L-B, Steve Mc, Bob, Scooby and Graeme (the usual suspects, between us we own 12 Stag's I think). We were initially taking six Stag's. Then Graeme decided he didn't want to drive his Stag all the way from Lowestoft and had too much camping gear to transport. Then the day before my car started playing up – in a repeat performance of last year's trip to Silverstone. That left us with four Stag's, an Alfa, a Ford Kuga and my Mercedes estate (again).

The plan was for Jerry and I (Stag and Merc) to travel up the M40 meeting with Scooby and Steve (two more Stag's) at the services after High Wycombe for 11:00. We left Northwood Hills at 10:00 then the M40 was closed (both ways) by an accident. Cue lots of stationary or near stationary traffic. We diverted around High Wycombe going onto lots of tiny B-roads guided by 'live traffic' sat-nav, but we just kept banging our heads into traffic jam after traffic jam. At one stage we had to pull off the road into a pub to use the wi-fi as there wasn't any phone service either! You see not only did we have the two tents and gazebo, I had all the tickets... I was able to send copies of the tickets on my phone at the pub so everyone else could get in.

Six and a half hours after leaving London and, somewhat exasperated, we were able to pull onto the showground where the rest of our party had cold beers waiting for us. After setting up camp and having a meal we strolled up to the main area and into the bar to listen to the band have a few beers and draw on the tablecloths (it was a 'thing', chunky crayons provided!).

It had been a very stressful day, but all the cars had taken it in their stride.

After breakfast the next morning we were able to tour the whole event bumping into many friends along the way. It seemed that everyone was talking about their terrible journey. We had several more beers and there was plenty to see, but not a lot to buy...

This couldn't be said of the Sunday. Two of my friends had driven up from Cornwall for the day and arrived early. Their tickets had cost them £40 each – bought in advance, but not at the discounted rate. To say that they were disappointed (and I was embarrassed) by what they got for their money was an understatement. On Sunday the number of cars on display was a mere fraction of the previous day – in fact as the site was so big it looked almost deserted! Even the weather wasn't kind, Saturday's sun was replaced by a very overcast Sunday. After the show closed at 4pm it was even more empty with just a few people camping over until Monday morning. We sat around a lap-top in our gazebo watching the England game – gowns and cheers could be heard drifting around the ground.

Did we have a good time? Yes, we did. Was it a good venue? Yes, it was, and the camping facilities were quite good, and clean. Was there enough to see? There was on the Saturday. Was it good value? The advance club discounted tickets were, but the day-ticket prices were far too much! Oh, and how long did it take to get home on Monday? Just two and a half hours...

Andy Hedley





From the Worcestershire Area

We hosted The Inter Club International Weekend, at the Three Counties Showground in Malvern. Christine and Tony have put a lot of hard work into organising this event but unfortunately I wasn't able to go.

We had 24 Stags on the stand Saturday, and 19 on Sunday, from all over the UK.

Saturday was a great day with beautiful weather with more than 2000 cars from 45 clubs. However Sunday was disappointing with a lot less cars, and the weather was windy and cold. Coffee was a lot more appealing as a result.

Thanks must go to Howard, Andrew, Ian, Kath, Ian, Rosie, Pat and Russell for their help over the weekend.

Paul Catterall



NORFOLK AREA HEAD 'OOP NORTH'

A LONG WEEKEND IN YORKSHIRE



In early June, 7 cars including 4 Stags set off for our long weekend in Yorkshire. The intrepid adventurers were Kevin & Jan Mellor, Barry & Su Dunkerley, Martin & Monica Wells, Ian & Nancy Weaver-Pope, Alan & Doreen Betts, Ray Prescott & Jeff & Mags Wuyts with Dave.

After a couple of refreshment stops, all arrived safely at Nidd Hall, a magnificent Warners Hotel set in 45 acres of woodland. Once settled in, some of the party went for a swim, while others went to the bar! A great meal and excellent entertainment followed.

On Saturday we all decided to go to the National Trust-owned Fountains Abbey and Studley Royal Water Garden. What a fantastic and interesting day.

On Sunday most of the party were up for the drive kindly supplied by West Yorkshire SOC. This 45-miles drive took us to an amazing cafe with a glass floor overlooking the gorge. The bravest amongst us stood on it to look down. Then we were off again up through the moors where we introduced our Stags to hills (a rarity in Norfolk) ... and they coped really well.

On Monday after a hearty breakfast, we made our way home and the feeling amongst us seemed to be "when can we do it again?"

Kevin Mellor (Norfolk Co-ordinator)



Thought for the Month Rupert Klaiber

"I quote others only in order to better express myself."

Michel del Montaigne

TRIUMPHANT VISITS TO PRIVATE ESTATES AN ALTERNATIVE TO THE ALL-DAY CAR SHOW?

Is there anything quite so atmospheric as classic car owners setting off early on a Sunday morning, waiting in quiet car parks for the appointed hour to join another convoy seamlessly as it slowly passes, then driving top-down through scenic Northumbrian countryside, synchronising RVs for those coming from different corners of Northumberland, Durham and Cumbria?

It's all for the purpose of co-ordinating the simultaneous arrival of 30 classic Triumphs to a private family owned Grade 1 listed castle overlooking the Tyne valley.

The venue was Beaufront Castle near Hexham. This unique event was 9 months in planning – Triumphs from the Stag Owners Club and some friends from the TR Register being the first classic cars to visit this magnificent Castle.

The sun shone as the Club drone, with its new high resolution camera, hovered above. Classics were parked stylishly on the freshly mown lawn (daily drivers discretely banished from view); members and passengers waving eagerly as part of 'never to be repeated' photographs. Now mounted and framed, some of these no doubt already adorn many classic owners' hallways.

One club member had arranged for an accomplished ladies barbershop quartet, 'Moonglow', to provide delightful background entertainment as all present enjoyed a cold buffet on the front lawn – our host kindly providing tables and boiling water for tea & coffee.

Those curious to know something of the history of the magnificent castellated Gothic revival style castle, originally a pele tower in the 15th century, expanded by the Errington family in the 17th century then acquired c200 years ago by the Cuthbert family, were rewarded with a personal introduction by Dave Cuthbert who expounded the role of the castle in the Jacobite rising.

After 90 minutes came the unmistakable and heart-stirring sounds of Triumph engines growling and purring



into life. There was no need to overstay our welcome: this wasn't a car show and it's not necessary to stay out all day to have a good time. Yes of course Triumph enthusiasts enjoy meeting, making friends and photographing our classics in fabulous private estates we wouldn't otherwise get to. We were not charged for entry - but the real reward was using the occasion to raise charitable funds of £625 for a Hexham based special needs charity – a most worthy local charity which the Estate supports and which we were more than happy to help.

We have several more private estate visits arranged – we are learning and hopefully improving with each visit - hoping for even bigger and better turnouts!

Roland Tate

This visit was the sixth in a series of visits by Triumph classic cars to unusual private Northumbrian estates – Members from any Area can join



MYR 431P 'MYRTLE'

THE RESTORATION OF LOVE CONTINUES

We continue the story of Ian Campbells's five-year restoration of his Mk 2 Stag, 'Myrtle'...

The Restoration

As there was a lot carried out, this report is quite long. I've decided, therefore, to break it down into the following sections:

- Engine & Gearbox • Clutch
- Cooling & Heating • Fuel
- Exhaust • Propshaft
- Rear Axle & Diff • Suspension
- Wheels • Braking • Steering • Electrical
- Exterior Trim • Interior Trim • Hood • Bodywork

I've described the removal and restoration and then any special notes around the rebuild. Unless otherwise stated, the removed part was cleaned/polished and then logged, wrapped in bubble wrap and stored ready for the rebuild. Where there was no hope of saving a part, a suitable new/second hand part was sourced. Any other parts that needed to be removed first have been listed – apologies if I've missed something!

IMPORTANT NOTE: You will need to label every wire that you come across, even if you are keeping the same wiring looms. The alternative is to spend hours painstakingly poring over wiring diagrams matching the colours on the wires! I used self-adhesive labels, cut into strips. These could be written on and then folded round the wire and attached to themselves, creating a tag which could be removed once the part was re-installed.

Engine & Gearbox

Engine

As stated earlier, the engine and gearbox were in very good condition and didn't need to have any internal work carried out, but they did need to come out of the car for the body restoration. Ancillaries (radiator, fuel and water pipes, power steering pipes, propshaft, exhaust, air filter, electrics & battery leads, speedometer cable, choke and accelerator cables) were removed (described elsewhere) and the clutch pipe drained and disconnected from the clutch slave (see Clutch) prior to the engine removal. The engine oil was drained and the oil filter & original bolt-on cover removed. The gearbox was also emptied of oil. Then I needed an engine hoist, a couple of knowledgeable friends and a constant supply of coffee and goodwill!

With the engine & gearbox out of the car I was able to examine the parts not normally easily accessible.



Sump

This was removed, cleaned and repainted ready to go back on. Whilst off, it gave me the opportunity to take videos and pictures of the exposed crankshaft, pistons and oil pickup assembly. As expected, everything looked good. Next came the sump bolts. A couple of bolt holes had stripped so needed to be V-coiled.

Once ready, the sump was reattached onto the engine with a new gasket, new bolts & nuts and a new sump plug. The engine was then put onto blocks and the hoist returned to its owner, with promises of funded alcohol consumption!

Cleaning

All accessible parts of the engine and gearbox were cleaned, using spray de-greaser and a toothbrush. This was very mucky and took a while but was worth it. Photos were taken of all (external) parts of the engine and gearbox, especially serial numbers. The engine was then flushed through to remove any sludge that had built up.

There were two plugs, one in front of the O/S oil filter, the other behind the N/S engine mounting. Removing these enabled a more thorough flush through (but don't forget to put them back, or it could get messy later!)

Painting

The engine lower half was painted with Frost POR15 Black Engine Ultra High Temp Paint. You won't really be able to see it once it's back in the car, but I'll know it was done!

Timing Chains

Since I had perfect access to the front of the engine, the timing chains got swapped out for new German versions with new gaskets for the front covers. (ROM 12.65.12) I used an impact driver to remove the crankshaft bolt, which held the viscous coupling, as this needed to be removed before the front of the engine could be taken off.

I did make a potentially catastrophic error in that I moved one cam whilst not realising that the other wasn't connected, moving everything off centre! Thankfully, I noticed it and reverted back to basics, setting the camshafts to TDC, by the marks on the camshaft (see picture).

Lifting Eyes

There were four lifting eyes, one at each corner of the block (the O/S front being part of the alternator bracket). These were removed, sandblasted and powder coated in black before being replaced.

Dipstick

This was a rather sad looking original version so was binned and a new one fitted.

Mountings

The two engine mounting brackets were removed, sandblasted and powder coated in black and replaced with new mounting rubbers and bolts.



Timing mark indicator

Found in the centre front of the engine, this was removed, cleaned, painted and replaced back on the engine block.

Oil Filter

A new spin-on oil filter converter was fitted. The new filter would be fitted after the engine was back in the car, in case of accidental knocks.

Camshaft Covers

These were stripped, prepped and painted in Halfords Ford Stratus silver over zinc primer, with a fuel repellent lacquer finish. Note: this was done after the engine had been replaced in the car to protect the new paint from accidental knocks. New gaskets, bolts and screws were used.

Finally, with a new oil filter fitted, the engine oil was refilled & the engine spun over (with fuel pump and ignition coil disconnected) to circulate the oil around the engine. The oil level was then checked and topped up.

Gearbox

Before the engine/gearbox came out, the clutch slave cylinder (see Clutch) and the gearstick had to be removed.

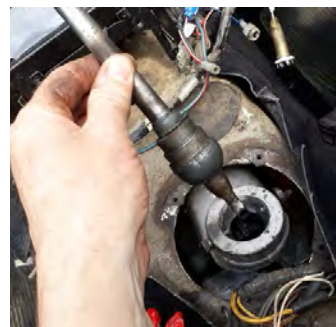
Gear Knob & Overdrive Switch

The gearstick was placed in the neutral position. The overdrive switch was prised off (there is a lip at the rear of the switch) and the wiring disconnected. The locknut underneath the gear knob was then unscrewed and the slotted nut inside the gear knob removed using a pair of long nosed pliers. Once that was off, the gear knob lifted off the gear stick. All parts were cleaned and the lettering on the overdrive switch renovated with white acrylic paint before refitting.

Gearstick

With the gear knob removed, the gearstick fascia followed. This required the two window lift switches and the main light switch being removed first. The rear fascia panel (behind the gearstick panel) lifted off and exposed two screws holding the gearstick fascia panel onto the centre consol. Once unscrewed, the gearstick fascia, complete with gearstick cover, lifted off exposing the rubber gearstick gaiter. This was held in place by a metal ring screwed to the centre tunnel. Once removed, the gearstick retaining cap could be seen. Before removing, photos were taken to ensure it went back on correctly. The cap was removed by giving an anti-clockwise turn and then lifting off. Underneath there was a round retainer covering a large spring. (Make sure you keep all these safe)

The gearstick adjuster pin lock nuts, either side of the gearstick, were slackened (keeping a count of the number of turns!) and the gearstick removed. (The overdrive switch wiring entered the gearstick about halfway up and needed to be pulled through). A clean rag was then stuffed in the resultant hole, to stop dirt ingress into the gearbox. The gearstick components were examined for wear and then cleaned and then, once the gearbox was back in the car, the gearstick was rebuilt and replaced. (ROM 37.10.04)



Mountings

Once the gearbox was out of the car, the two mounting brackets were removed, sandblasted and powder coated in black and new mounting rubbers and bolts fitted.

Wiring

The gearbox had two switches with two wires on each. The top switch was the overdrive switch, fed by two yellow/brown leads, the second switch was on the N/S close to the overdrive switch and was fed by green and green/brown wires. These wires were numbered and the numbers written on the side of the switches to ensure correct re-fitting. A P-Clip held the wires to the gearbox on the N/S before it terminated in a multi-connector.

Note: one yellow/brown lead went to the overdrive solenoid, positioned at the N/S rear of the gearbox. Due to its age, the wiring loom was replaced.

With the gearbox back in the car, the final action was to refill with fresh oil.



Ian Campbell (Oxford area)

8-10 NOVEMBER | NEC, BIRMINGHAM



THE UK'S PREMIER CLASSIC MOTOR EVENT

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*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 7 Nov and Show Open Ticket Prices thereafter. Full ticket information: www.necclassicmotorshow.com/tickets. Book by 17 Oct to help your club earn extra benefits.

KNOW YOUR STAG #26

KURT ZIEBART AND THE ZIEBART TREATMENT

Do you have what appears to be a black painted engine bay? If you have, or you have seen one when perusing a nice line of cars, it may not be quite what you think.

As the question has been asked a couple of times, I thought that we would try a little excursion this month. I am not going to relate anything about Stag in particular but about one of the 'almost from the factory' extras which you may find when you open the bonnet.

I say 'almost from the factory' as it was never supplied as a factory finish but could have been specified from the main dealer as an added delivery extra – or it may have been done very early on in the life of your car. We have all heard of 'Ziebart' but how many of you know what it actually was? I didn't until I read an old copy of CAR magazine in which the basic process was being trialled.

Ziebart is a rust preventative treatment which was brought to this country from America in the early seventies. It was invented by Kurt Ziebart and was introduced in The States in 1959. The process spread quite rapidly in The States and then internationally, arriving here in about 1970 or 1971. At that time there was a main Ziebart depot in Wandsworth and they supplied the Ziebarting fluid to licensed garage owners throughout the UK who were expected to install a 'Ziebart booth' in which to carry out the treatment process. In 1972, the cost for treating a Stag would have been around £45-£50. Surely a bargain for a car which has just cost nearly £2,500.



Kurt Ziebart with a typical American rust-bucket.

The Ziebart fluid itself is much like Waxoyl and is a petroleum wax, soap based sealant which, apparently, can only be made from an oil which originates from the Pennsylvanian oil field in the USA. This is sprayed underneath the car, in all the box sections and any other crevice in which rust can start. It may not be easy to work out whether your car was Ziebarted from new, now that we are 50 years down the line, but one giveaway is that the normal Ziebarting process involved the spray being applied to the engine bay after the engine and components had been masked off. The finish hardened to a matt black so, if your engine bay has a rather untidy matt black finish, then it has probably been Ziebarted. This is not a bad thing as Ziebart is generally seen as working very well at keeping rust away from those places in which it starts due to condensation or which get damp or wet when cars are taken out in the rain.



OK, it's not a Stag, but no doubt you get the idea of how the injection was done.

In order to get the fluid into anywhere that it could be useful, holes are drilled in door jambs, pillars, sills, bulkheads, etc. and special tools are used with which to apply the spray, which then seeps into all the seams and uncovered surfaces, taking several days to harden. You may also detect a Ziebart treatment by seeing black runs on interior paintwork where panels have been reinforced with hollow box sections – as on the inside of the boot lid.

Does it work? Although someone on Pistonheads tells the story that his father's cars all rusted badly after treatment, that seems to be an isolated case as most references are that it has worked well. Ziebart obviously had faith in the product as they supplied a 5-year or 100,000 mile warranty for the treatment.

Kurt Ziebart sold his business in 1963 and opened a Mercedes Benz dealership in Michigan, his favourite part of The States. He died at the age of 91 in 2011.



As it says, a Ziebarted engine bay.
This one is on a TR6 in The States – nice job what?

Since 1963, the Ziebart company has had an interesting life with takeovers and sales of the company, and takeovers and purchases of other companies and other products. Their advertising says that the product has continually evolved but I cannot now trace any suppliers in the UK. Their website shows the company being active in 55 different countries but not in the UK. I wonder why?

So, if your car has a matt black engine bay, don't curse the previous owners for liberally splashing paint all over the place, thank them for helping to protect your car from that most abhorrent British phenomenon – rust!

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06/12/23

THE CLUB STAG ARCHIVE

The Triumph Story, Part 7 – The Bettmann Diversions

Before starting this month's article I have a little confession to make; I have booped ! This is not uncommon but, to my credit, I do own up don't I ?

In the June article I said that Bettmann's partner, Mauritz Schulte received a £15,000 pay off when he retired from Triumph and that this equated to £90M today. One of our brighter members (brighter than me anyway) has e-mailed to say that I have overstated the case and that the £15,000 is only worth just under £700,000 in today's money. I have checked and he is right, although there are multiple historical indices available from different sources and it appears as if either I or the site which I got the information from have got their decimal places all wrong and that I should have said that it would be worth £900,000 today. Whatever the actual figure was, Schulte had enough to last him for his remaining life. Thank yous go to Dudley Baty for not letting me bamboozle him into thinking that I am infallible.

So, on with this month. A strange title you may think – and it is. However it describes the article, so there we have it. Siegfried Bettmann was not just the founder and guiding light behind the Triumph cycle/motorcycle and car manufacturing company but had other, mostly hidden, parts to play in both the industrial and political landscape of the early 1900s. I find this interesting, as I find interesting the footprint that people leave in their personal lives and therefore this month's article seeks to tell you a bit of the story behind Siegfried Bettmann's life outside Triumph by way of a series of 'diversions' from the main Triumph Story.

Personal Life 1

The first mention of Siegfried Bettmann in historical records is during the census of 1891 when he can be found as being either a tenant, boarder or maybe just a visitor to the house of Mr & Mrs Baum at 12, Rothesay Terrace, Barras Lane, Coventry. Both he and Mauritz Johann Schulte are named as being with Mr.& Mrs. Baum during the census evening. Both men are described as being 'bicycle makers and employers'.

Siegfried became a British citizen on 7th March 1895 whilst living at the Craven Arms Hotel, Coventry and he married Annie Meyrick in July at her home town of Shifnal, which is about 40 miles North East of Coventry with Birmingham in the way. At a time when transport was still not the norm, I wonder what she was doing in Coventry and how the two met. We will probably never know.



This is Rothesay Terrace, if you count from the left you will come to no. 12 rising above the green hedge on the right. Were Bettmann and Schulte tenants in the house or were they just having a schnapps with a German friend?



There are a number of Craven Arms Hotels within the greater Coventry area but I would suggest that this is the one where Bettmann was living in 1895 as it is in the centre of Coventry, just five minutes walk from the works in Much Park Street.

Siegfried and Annie moved into a property on St. Nicholas Street, (close to the Rothesay Terrace house mentioned earlier) with various of Annie's relatives (including his mother-in-law) but by 1905 the couple were living in a substantial property in Stoke Park, a recent development 'out in the country' just a mile and a half from the main works.



Elm Bank, 9, North Avenue, Stoke Park in 2023. The blue plaque on the wall denotes that Siegfried Bettmann lived here from 1905 to 1952. In 1905 it would have been surrounded by trees and shrubs and would have presented a softer, more comfortable outline.

I love old Victorian houses so I will bore you with a bit more information on Elm Bank,

The house was originally built in 1870 for a local ribbon manufacturer and later occupied by a governor of Stoke School. Before being bought by Bettmann.



When you stepped inside the front door, this is the Victorian view that you got of the Bettmann home.

When Bettmann died in 1952, the house was left to the City of Coventry and it became a teachers' club and a resource centre. It was badly abused and was eventually bought by a developer who has sub divided the main house and built apartments in the 2 acre gardens. Anyone who knows Coventry will know that since the war there has been a huge redevelopment programme going on with many large houses being bulldozed in the interest of

'progress'. It is pleasing to see that Bettmann's home for half his lifetime has survived and is now being enjoyed by multiple residents.

Personal Life 2

Bettmann did not just live for his bicycles and cars, he was very involved in Coventry social and political life being elected as a City Councillor in 1907 and, strangely, being President of Coventry Godiva Harriers, the local athletics club, the members of which he helped with employment, presumably within his various manufacturing concerns.

He was also a founder and President of the British Cycle Manufacturer's Union and later the British Cycle and Motorcycle Manufacturers' Union, as well as being a member of the Provincial Grand Lodge of Warwickshire (Freemasons to you and I and an organisation which met at the Craven Arms Hotel where Bettmann stayed for a while). He was also a Justice of The Peace, founder member and President of the Coventry Chamber of Commerce and President of the Coventry Liberal Association, being visited at his home by Ramsey MacDonald on at least two occasions.

His standing in Coventry was such that in 1913 he became the first non-British born Mayor of Coventry.

In early 1914 he established the Annie Bettmann Foundation with his wife. This was a charity to help young people between the ages of 21 and 40 and living within 3 miles of the Coventry boundaries, who wished to start their own business in Coventry, preference initially being given to ex-servicemen. This Foundation was finally wound up in 2016.

It is both fortunate and unfortunate that very soon after his appointment as Mayor the British got themselves involved in the First World War and, although it became the making of the Triumph name in motorcycles, any German born residents had to register with the Home Office and were subject to possible internment. Bettmann escaped this fate but many turned against those with German connections, Bettmann being no exception, and he was ousted from his masonic lodge and in November 1914 he resigned his mayoral position. In order to maintain a unified Board at Triumph, he appointed new British directors to replace him and two other Germans.

However, he continued his philanthropic ways and during the War he donated money to the Red Cross and to the Prince of Wales National Relief Fund. He also arranged for the empty Whitley Abbey to be used by Belgian refugees. Throughout the war his Triumph company provided cycles and motorcycles in great numbers to the British war effort and afterwards he commissioned a memorial at the city's London Road Cemetery to the 66 company employees who were killed in action during the conflict.





The commemoration ceremony of the Triumph & Gloria Memorial in London Road Cemetery, March 1921. Bettmann is seen reading the Dedication.

Industrial Life outside Triumph

Robert Bunting & Sons

This Sheffield company was founded in 1887 as a manufacturer of steel profiles, tools, machinery and almost anything in metal. Presumably they were a supplier of rims, mudguards and/or spokes to the Triumph Cycle Co. Limited as in 1897 he is listed as a director. An early diversion into other businesses and possibly as a move to protect the supply to his own companies.



Robert Bunting works, Napier Street, Sheffield 1897. (picturesheffield)

The German Connection

In 1896 Bettmann branched out into his home city of Nuremberg by buying the factory owned by the Sirius company and adding Triumph cycles to those of Sirius. The company name became Deutsche Triumph Fahrrad-werke, Nurnberg (TWN) and in 1903 motorcycles were added to the product lines.

Initially, the models produced were the same at both Coventry and Nuremberg but in 1911 TWN purchased the assets of a failed typewriter manufacturer so Bettmann re-entered the typewriter market. In 1913 due to the increasing possibility of war between the two countries, the German subsidiary was separated in 1913 and Triumph



An advert for the German machines which would not be out of place in a sixties brochure but was in fact issued in 1900. I have no idea what prompted the subject matter.



Another German advert – a bit more PC this time.

(Coventry) and TWN went their own ways, with the German company producing smaller, 2-stroke motorcycles as well as cycles, typewriters, wheelbarrows, handcarts and the odd motor car. To distinguish between the output of the two Triumph motorcycle businesses, the German company started to use the Ariel name (not to be confused with Ariel, the UK manufacturer, or Ariel, the French motorcycle manufacturer) and, ultimately, the TWN company initials.

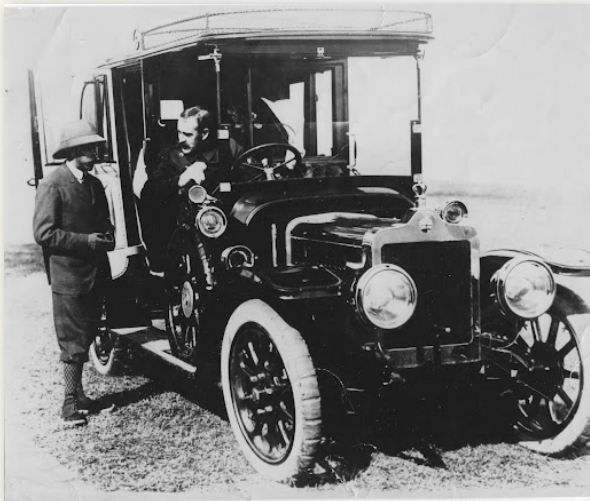
In 1956 the Grundig organisation took a majority holding in the company and in 1958 they joined it to their recently acquired Adler motorcycle and typewriter business. The names 'Triumph' and 'TWN' were dropped from the motorcycle manufacturing but you will, however, have found the name 'Triumph-Adler' on many office equipment products from staplers to typewriters to photocopiers and

small printing machines. So, yes, the newer Triumph-Adler products were from the 'right Triumph' but the parental line is slightly convoluted.

I do not know when Bettmann ceased to have an interest in his German subsidiary but I would suspect that it was in 1913. However, he may have cut his ties too late to prevent his German connections being used against him when the war started.

The Standard Motor Company

The Standard Motor Company was founded by Reginald Walter Maudslay in 1903. He came from a family which had been involved in steam engines and other engineering marvels and, at the age of 31, he branched out to make his own motor cars in a small factory premises at 128-129, Much Park Street. Now, where have I heard that name before – Ah ! Yes! The factory was opposite that where the first Triumph bicycles were made. In promoting the business, there came onto the scene a rather pushy toff by the name of Sir Charles Friswell, who, from his London base, got himself appointed as Standard's London agent. From there he stepped up to the position of Company Chairman in 1907 and became increasingly more involved until, in 1911 he totally fell out of favour and was cast adrift following a disagreement over the correct size to build motor cars – Maudslay wanted to build small, simple cars for the masses whilst Friswell wanted to build larger, exclusive cars for the aristocracy and, indeed, had been the architect of the Standard Motor Co providing more than 100 cars for the Durbar celebrations of the coronation of King George V in India, where there was to be much pomp and ceremony and a few tiger hunting expeditions – by car of course.



George V has a word with his chauffeur during the Durbar celebrations in 1911. Do you think that he was asking for a quick squint under the bonnet ? The car is a Standard 20hp Landaulette.

Anyway, the two fell out and Sir Charles was the loser. But who to replace him with ? Who better than the founder of the well established, and much larger, Triumph cycle and motorcycle businesses.

Bettmann was involved with both Triumph and Standard throughout the period 1911 to 1916 when, due to the foremention 'pressures of war' he was forced out. He was replaced by Reginald Walter Maudsley, who became both Managing Director and Chairman.

The really interesting thing about this relationship is that 30 years later, the tables were to be turned when the Standard Motor Co. bought the remains of the Triumph Car Company , and established the Standard-Triumph Motor Co. I wonder whether this would have happened much sooner if Bettmann had not been forced out of office by the onset of war.

Coventry Bicycles

Since the early days of Triumph motorcycles and well into the car manufacturing times, Bettmann continued to champion the cycle business. When motorcycle manufacture started he started the manufacture of the Gloria range at the Much Park Street factory and when his associates started to press for car production he put money into Coventry Bicycles Limited. Eventually, this became his escape route from his mammoth empire but that is for next month's article.



A Twenties advert for the Three Spires cycles being shown at an Exhibition at Olympia in London.

Legacy

Although not a household name, Siegfried Bettmann was an important character in the history of Coventry, being involved in many areas of the City for fifty years. He died on 23rd September 1951 at a 'good age', leaving £145,204 13s 7d – which, according to a web article I have been using for research, is equivalent to around £60M today. However, so that I don't get caught out again, I have just done the checks myself and it is only £6M. However, even £6M is not bad for someone who came almost penniless to Britain seventy years earlier.

Bettmann is buried in Canley Garden Cemetery, Canon Hill Road, Coventry and is remembered by a plaque in Cathedral Square, in the shadow of the Chapel of Industry which sits on the land previously occupied by the despatch bay of the Priory Street Works of the Triumph Cycle Co. Ltd.

Peter Robinson

Thanks must go to the Pre-War Triumph Club for their on-line history article, to Graham Robson for his Book of The Standard Motor Company and to the many web article writers who have provided snippets of information which I have stitched together. © Peter Robinson 2024

SOLENT STAGS GO TO BELGIUM

SCENIC CARS TOURS TRIP – JUNE 2024



The Scenic Car Tours trip to Belgium, staying at Dinant in the Ardennes, started off on Sunday 16th June, meeting at Liphook Services for a convoy to Folkstone for an overnight at the Premier Inn and a 10.50 Chunnel departure the following morning.

Mags and Neill were in the Pimento Stag, Laurie and Carol in their green Stag and David and Sally in their Toyota (their Stag was having the engine rebuilt following a spectacular blow-up on a Spanish trip a few weeks before which will be the subject of a separate article).

We got split up on the train but managed to regroup in the service station just out of the port. We then set off for Leper (Ypres) for a look round and a visit to the Menin Gate which was unfortunately under the wraps of renovation. We then continued on, arriving at Dinant in time for an excellent Welcome Dinner at the associated Casino, for which each couple was given seventy five pounds in gambling credits. A free taxi was provided there and back so it was a night cap at the hotel before bed. The hotel only sold Leffe beer as it was where the monks lived who brewed it and included free entry to the Leffe Museum on site and a free drink!



Dinant is where Adolphe invented the saxophone and where he was born. Tuesday saw us wandering round the town as rain was forecast so we visited the Collegiate Church which was rebuilt after the First World War when German Troops murdered 764 civilians and torched the town, including the church. The church has been flooded several times and marks with a date on one of the columns testify to its turbulent past. From there we took what is reputed to be the steepest cable car in Europe up to the Citadel for some interesting history and spectacular views. Our hotel is top centre in the picture above the church spire.

Entry to the Citadel had the option of a river trip which we took after a spot of lunch. Wednesday saw us visit the Waterloo Monument and Museum which was very interesting and was enlivened by a young ex-student who spoke multiple languages fluently and gave the six of us a conducted tour of the museum which proved to be very witty and entertaining.

Following a pleasant few hours there we went to the Ronquieres Incline Canal Plane. This is a phenomenal piece of engineering which is 1,432 metres (4,698 ft) long and lifts boats vertically through 67.73 metres (222.2 ft). It consists of two large caissons mounted on rails. Each caisson measures 91 metres (299 ft) long by 12 metres (39 ft). It can carry one boat of 1,350 tonnes or many smaller boats within the same limits. It opened in April 1968 having taken six years to build and was built to reduce the delays imposed by the 14 locks.

Thursday arrived and it was time to go back to the Tunnel for the return. We arrived at our Hampshire home early evening following a very successful and enjoyable trip of 850 miles with no issues.

Neill Ward



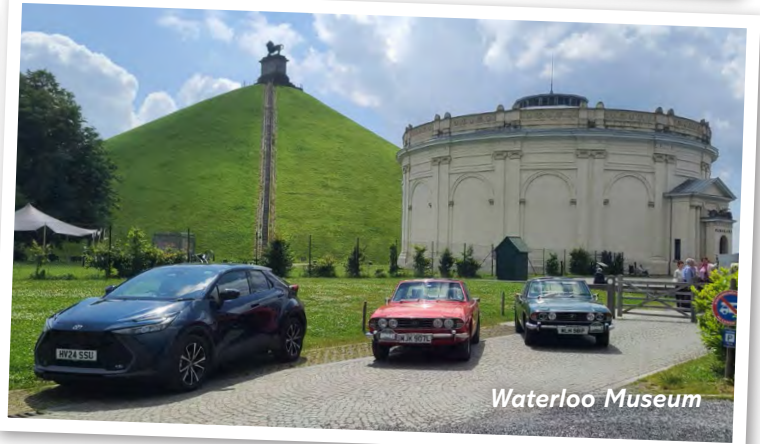
Saxophone Bridge



Ronquieres Canal Plane



At the Menin Gate



Waterloo Museum

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THE PAIN IN SPAIN IS A FAILING TIMING CHAIN...

For this years long trip in our Stag, we booked with Scenic Car Tours to go to Spain and Portugal, mixing the driving with a five day cruise on the River Douro.

It was an obvious choice for us as we live less than twenty miles from the Portsmouth Ferry Port. Hence, after a painless trip to the ferry and loading we set off to cross the (thankfully for us) millpond smooth Bay of Biscay. After a few glasses of wine, two excellent breakfasts and one very delicious dinner we got off the Brittany Ferry and drove into the centre of Bilbao.

The intention was to take the crossing on the UNESCO World Heritage Site, Viscaya Bridge. We eventually found the side street leading to the bridge. This was difficult to find because the local signs call it the Puente Colgate not Puente Vizcaya. Confusing or what?

There seemed to be only five cars waiting so I joined the queue off a roundabout. This caused a storm of protest and hooting of horns as I had not realised that the cars that I had thought parked on the other side of the approach roundabout were also waiting. With much apology and a rather red face I reversed and drove down the road to see how long the queue was. After a mile and a half, we decided to abandon that idea as it is easier to look at the bridges in Newport or Middlesborough!

So, we joined the Autovia, and we were happily cruising along with the sun shining, the roof down, and the wind in our hair and as the poet says – “With courage high and hearts aglow”.

Suddenly there was a bang under the bonnet coupled with a total loss of power. At this point it is probably useful to give a little background. We bought this particular Stag about eight years ago. By last year we had driven over 30,000 miles in her. As I had no idea of the car's previous history I decided that it would be a good



idea to renew the timing chains. At the same time various ancillaries were also renewed, such as the water pump and oil pump and starter motor (which had been giving a bit of trouble).

This work was successfully undertaken and since it has been completed we have driven another 4,000 miles, including a very successful and trouble-free trip to the Dordogne and Loire Valley.

Following the bang under the bonnet I dropped the clutch and drifted into the hard shoulder. Thankfully, the Spanish powers-that-be have had the good sense to retain them.

A good look under the bonnet showed nothing amiss. The engine would still turn over albeit slowly but I did not have a spark. I tried a new coil but still nothing. Then I took the distributor cap off but when I tried turning the engine the rotor arm was not turning. At this point I realised that the trouble was probably much more serious than I could deal with at the roadside. Thankfully the car is insured with the SOC's recommended insurer, RH Insurance so I phoned them as they include foreign recovery in the cost of the insurance.

The RH people were very sympathetic and passed me over to the recovery company that they sub-contract called Care Assist. They took all the details of the car and where I was stranded. About 30 minutes later a truck turned up with a big flashing light arrow on the back; diverting traffic into the outside lane and away from us, for which we were duly grateful and following a few phone calls the recovery truck arrived. Happily, we both speak some Spanish and the truck driver had a little English. Between us we managed to describe the exact location and guide him in. The car was duly loaded and taken to a secure compound. The driver organised a taxi for us to go to Santander Airport (the nearest available car hire).



Following a series of confusing (and frustrating conversations) with different people about what we could do and what was written into the fine print of the insurance policy we were told to hire a car for the remainder of the holiday. Also interesting was that Care Assist were quite insistent that they wanted a mechanic to assess whether the car could be repaired in Spain. I pointed out that there are very few Triumph specialists in Spain (if any?) and even fewer spares and that I would not be happy if any more damage was inflicted on the engine. I imagine that they are more used to dealing with modern cars where an agent is available in most big cities.

Avis were very helpful and we were soon driving away to continue our holiday in an Opel Corsa which was soon nicknamed the Flying Rollerskate.

The rest of the holiday was very successful. The hotels were well chosen and very comfortable. For the most part the food was delicious and the cruise in the middle was superb with interesting excursions. Better still, we are now firm friends with the other members of the Scenic tour. They were very sympathetic about our Stag and did not make fun of the replacement Opel (well not too much!). The other cars on the tour were a Jaguar XK8, a BMW M2 40 I and a Bentley Turbo.

At the end of the holiday we delivered the hire car back to Avis in Bilbao and they organised a taxi to take us to the ferry port. Scenic had also liaised with Brittany Ferries to change our tickets to foot passengers and the local terminal manager drove us to the ferry from the terminal in his car. Another millpond crossing of Biscay and another taxi from Portsmouth and we were home.

Two days later the car was delivered to our nominated repairer. Interestingly, the doors boot and bonnet were sealed with security seals, presumably to deter stowaways?

The engine was removed and duly stripped down. The sprocket on the n/s camshaft had sheared off. The new German timing chains were shredded and the jackshaft was very slightly bent as were the teeth on the jackshaft sprocket. The jackshaft had to be hammered out of the block. On inserting another jackshaft, it turned perfectly freely. The wiring loom in the area near the inertia cut out switch had melted and the loom has had to be replaced.

The cylinder heads were sent to be checked and apart from fitting another camshaft, were found to be fine. There was no damage to any of the valves or pistons. The car is now back together and running beautifully.

The cost of taxis and the hire car were reimbursed within a week.

Did the camshaft fracture and hit the jackshaft, did the jackshaft bind with the water pump , bending and so cause the camshaft to fail? We will probably never know.

However, our experiences show that the system works, so thanks to all involved, Scenic Car Tours, RH Insurance, Care Assist and Paul at Stag Classics for the rebuild.

Now off to plan next years jaunt to the European Stag Meeting in Nuremberg.



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David Small (29008)

COTSWOLD AREA TRIP TO WALES



With the weather this year a trip into the depths of Wales probably seemed madness to many, but having worked in God's country (described by a Welshman in Ceredigion) the weather can be as unpredictable as anywhere. The Irish sea has a way of misleading the best weather teller.

Following our 2023 Devon jaunt the general opinion for the next trip favoured little or no motorway and comfortable daily mileage. It was decided in 2023 that our annual road trip for 2024 was to visit the west side of Wales and drive some of the not so well driven roads and areas. The first job was getting a place to stay.

Although deemed by some to take up too much space in the magazine, there is useful information to be found in the 'Out and About' reports. Based entirely on the positive write up of an East Sussex trip and some research, I proposed a weekend based at Llanerchindda Farm near Llandovery. My local knowledge created scenic routes and suggested destinations, so thus a self guided tour emerged...

Fourteen plus Fraser (Tim's Saluki) set off in a convoy that became divided within minutes and initially took two different routes to Ross-on-Wye. Following on we made good progress to Brecon for a short break before heading south through the Brecons to the Angel Inn at Pontneddfechan for lunch.

Heading out of Brecon on the A470 and up to Pen y Fan we took in some stunning views as the weather was being good to us. Just past Pen y Fan we shot off right on the A4059, and found an undulating and scenic road over the mountain. Plenty of sheep so cautious driving on our behalf, can't say much however for some of the delivery drivers and their overtaking manoeuvres.

The Angel Inn at Glynneath provided good food and accommodated us very well; the Welsh Rarebit was a bit different to what was expected however. The adjacent

Nedd Fechan river path would have been ideal for a post lunch walk if time allowed, but having realised that time and distance enter a different dimension in Wales, we pressed on.

We headed west to Brynamman and the 'Top Gear' road through the Black Mountains, where we had our first incident. Mostly tops down so far, a viewpoint photo opportunity at Gwynfe saw several of us leave the cars to look over a bluff, whereupon the threatening skies opened. Wetly aboard and ready to go, my car refused to start. After a combination of fiddling, head scratching and swearing normal service resumed, although a slight niggle remained and I subsequently sought slopes on which to park.

To Llangadog and the discovery that, contrary to expectation, E5 was no longer kept. A rare commodity in Wales, but the Stags seemed just as happy on E10, even if it isn't recommended.

An uneventful last leg to our accommodation, accessed via a long country lane and beautifully situated with far reaching views including a magnificent eighteen arch railway viaduct. Having booked for dinner, bed and breakfast we could properly relax in the evening and do justice to the excellent three courses provided.

A wet night gave way to a slightly unsettled day but no matter, the cloud was high enough for us to enjoy the wonderful vistas offered by Abergwyesn Pass and the Devils Staircase. Despite taking care to extend our spacing to suit the few passing places on many miles of single track and stopping only to ensure we were all ok. Finally, after a long and very scenic single track road we hit the hair pin bends. As you can imagine we all enjoyed the rev-up and Switzerland style road, up and down.

No matter how organised we were in keeping space between each other we inevitably bunched on

encountering oncoming traffic and suffered a second incident. Coming up behind a modern car, apparently panicked by an oncoming 4 x 4 and trailer, the driver managed to reverse into Mark's Stag while manoeuvring. (no damage to the Stag, just goes to show plastic bumpers are not as good as our Stag's)

Eventually leaving the single track roads at Tregaron, an easier cross country run took us to Aberaeron and along the coast road to New Quay. Once a very busy port judging by the historic tariff board, most of the town's income now appears to be from car park and public WC charges.

Nevertheless, a pleasant enough place to wander and there is still some commercial fishing, although the attraction for many is the resident pod of bottle nosed dolphins which can be seen breaching from the harbour walls.

Following an afternoon at leisure we travelled independently back to Llanerchindda to compare hazards met en route, enjoy another excellent feed and make fools of ourselves in a locally based quiz kindly devised by Francis.

Typically, departure day brought a glorious morning which could have easily tempted us to stay on and relax, but some chose to further explore or visit family whilst others headed home. Keen for a final piece of local exploration, the Jackson family, Tim and I drove across the military ranges between Tirabad and Lywel. A huge area which was requisitioned during the Second World War for training is still very much active and slightly spooky.

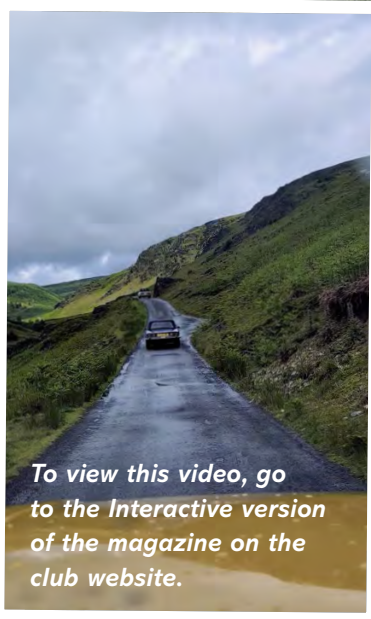
Planted and maintained to resemble a continental landscape and with a partially hidden replica european village, one may be suddenly confronted by some serious military activity. Two professional photographers stationed near the entrance to the range enjoyed our passing and we anticipated a group of vehicles coming the other way, but nothing materialised. I said it was spooky!

Tim subsequently peeled off, leaving two cars to continue to Abergavenny and another unscheduled stop. Mark's again, unfortunately, which hadn't been running as it should and particularly in traffic. Fortunately normal service resumed after an embarrassing ten minutes or so, during which just one kind soul stopped to offer assistance.

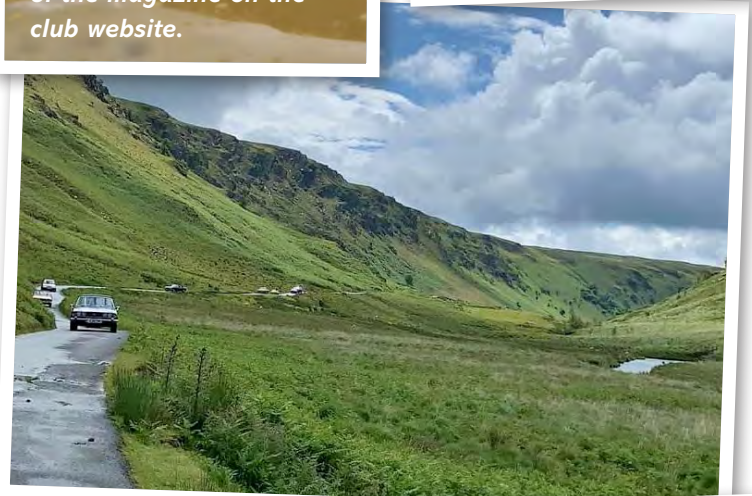
Despite an average vehicle age of quite a lot and an average participant age of slightly more, albeit greatly reduced by having Jim and Natasha along, we all made it home!

Mark's brake servo completely failed before journey's end, thus suggesting the cutting out being due to fuel / air mixture, and I found a loose inner nut on the solenoid positive to be the probable cause of the failure to start. What fun, but where next? Spain has been suggested...

Rupert Klaiber & Mark Jackson



To view this video, go to the Interactive version of the magazine on the club website.



THE STORY OF A STAG



PART 2 – AN UPDATE ON MPB 147K

Following on from the 'Story of a Stag' article in the club magazine, March 2024, I am pleased to update you all that MPB 147K is now back in my possession as a well running, mechanically overhauled, example of a Mark 1 Stag.

I had arranged to pick the car up on 20th April 2024 and on arrival at EJ Ward my car was ready for handover sat in the entrance to the workshop and Mick, the owner, was on hand to hand me over the keys. The team at EJ Ward had been first class throughout the restoration, kept me informed on each stage of the project and allowed me to stagger the payments to match my budget. On handover Mick took some time to talk me through the things to be aware of with the electric water pump and even shared some little tips about using the car passing on his vast knowledge and experience, one of the most useful tips was to press the throttle before pulling out the choke. Mick has even offered to take the car back after 1,000 miles to look over everything making sure it's all still as it should be and assessing anything else that may arise with more usage, which was great.

I've clearly not been used to how the Stag drove originally, but I have to say the car ran beautifully all the way back to Bicester, never missing a beat and I was very, very impressed and glad I decided to get it sorted. Clearly my judgement was from a base of minimum experience of not knowing what the car was like originally and so I was keen for an endorsement of the work from someone with greater knowledge so I called on 'Richard Green Snr' as my namesake from the Stag Owners club is now known. I arranged to meet him one evening in late May as he agreed to come and drive the car. Richard, like me,

was very impressed with the work EJ Ward had done. He commented on how smooth it was and how well it drives now the various suspension bushes and a new steering rack have been changed even commenting; 'it runs better than mine' which was music to my ears.

Having the car back also coincided with my dad coming back from his Australian base for a few weeks so I was keen to get him to have a drive. Obviously, he was also very impressed and noted that the sound being just how he remembered it to sound and confirming 'it was one of the reasons I purchased the car in the first place'. In fact, as an added bonus, it seems to have reignited the Stag fire in my dad, as he offered to travel to Leeds to pick up a set of refurbished wheel trims on my behalf, purchased a nice stand for the hard top and offered to look at refurbishing the soft-top frame, which is great news to have.

Anyhow, as you can see folks, we now have another Stag in fine working order that will visit the various classic car events – in fact I even took my daughter to the Hightone Restoration open day in a bid to pass the love to another generation...

The Summary of the work that has been carried out by EJ Ward is as follows:

- Gearbox overall, gaskets seals and overdrive repair;
- Electric Water pump conversion;
- New steering rack and various suspension bushes;
- Wheel bearing replacement;
- Carburettor Refurb, distributor and wires;
- New Windscreen including seal.

Richard Green







STAG MODIFICATIONS

FITTING DAYTIME RUNNING LIGHTS

When I decided to implement some Daytime Running Lights I was pointed towards the article in issue 486 of the club magazine which is a very good starting point.

The basic plan of the conversion is to repurpose the rear side light/brake light fittings as front side light/DRL fittings. A relay turns the DRLs off if the sidelights are on. But picking up on other comments I decided that I would extend the design by having each DRL turn off if the indicator on it's side was active. Also, if you inspect the LED bulbs you will see that the majority of the elements all point sideways, so a reflector is needed similar to that of the indicator bulb to project the light power forwards. These notes are the details of my project to implement all of that.

In order to switch the DRLs off when an indicator is flashing requires a relay with a bit of electronics around it to invoke a delay and ensure the DRL doesn't just do an inverse flash. Those electronics would also require a 'project' box to keep them clean.

Component list

The magazine article has a typo in the wire size, it **should be 32/0.20mm**. I suggest getting 2m each of at least 3 different colours plus black and 5m of red. When searching for the relay specified in the article be aware that the search facility of the web site of the vendor can't find the product. You need to search for "12 Volt 5 Blade Relay" and then when you get to the product page select (under options) the changeover relay. The bulb holder I was sent by Paddock had equal sized and coloured electrical connection tabs, necessitating a slightly different wiring approach (and was formed from plastic, which doesn't wholly prevent the bulb being inserted 180 deg out).

After I had ordered the LED bulbs I discovered that they do 'warm' (more yellow) and 'cold' (more blue) varieties - I opted for the 'warm' as being more in keeping with the original incandescent bulbs.

Other than my comments above, I needed (from ebay):

- 2 project boxes (item 361646295313 size 76 52 28)
- 2 delay off relays (item 193234632459 - from China, I could not find a UK supplier with the right product)
- 2 reflectors (item 126017414240 size A3 - from China)

The reflectors will need cutting down and a bit of free design to fit, you may decide to select a different size. As well as those components I used a variety of heat shrink sleeving and bullet connectors from my electronics store room, along with crimping tools and a soldering iron. See ebay items 133824203657, 142151819683, 386571076645.

WORKING PRACTICE

The light fittings:

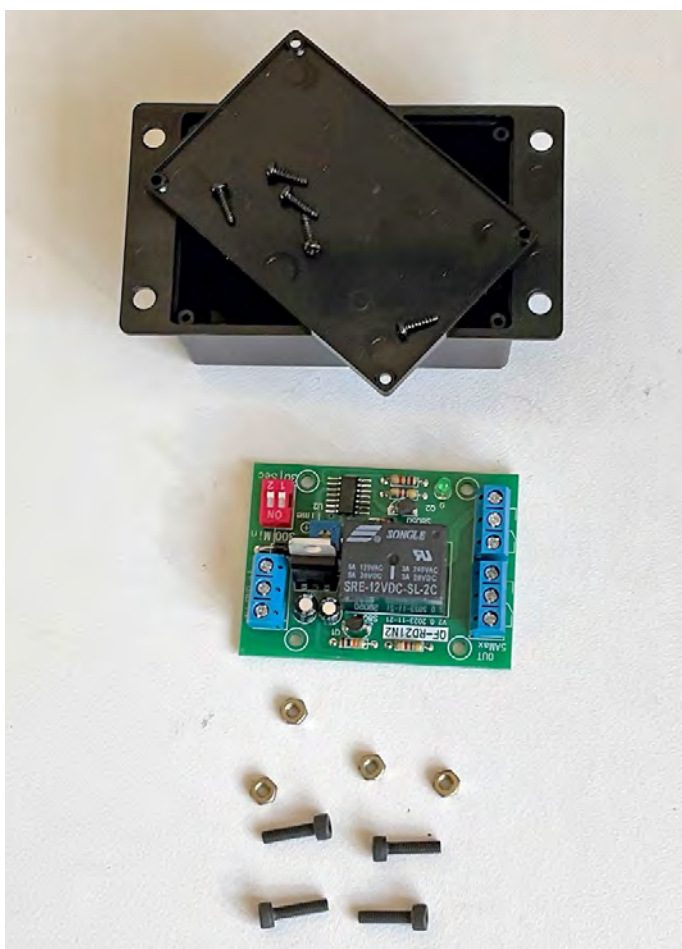
1. Given that you may be doing this to some old fittings, be aware that you can crush the corroded alloy of the fittings if you are over-exuberant with putting it in a vice. I used an old, hard tap washer as a spacer inside the raised strengthening lip for securing the fitting in a vice whilst I worked on it. The alloy is also relatively soft, so you will find that as you try and file it that it will tend to bend out of the way rather than be eroded.
2. To lift the tabs of the old sidelight bulb holder, use a junior hacksaw to cut under the tab furthest from the dividing wall so that you can get a small screwdriver under the tab to lift it. Then using a pair of mole grips rotate the body of the bulb holder so that the next tab comes around to the saw cut, it can then be lifted. Repeat for all the tabs.
3. In order to avoid having to convert the whole of the old bulb holder surround into filings, I concentrated on the bend where the surround comes forward from the main plate. Once that came free I just had to clean up the sharp edge. Then I filed 6 slots to take the tabs of the new bulb holder. BUT note, these tabs need to be a tight fit in the slots as they are the earth connection, and the tabs are grouped 3 tabs, space, 3 tabs, space - put the two spaces up and down (so 3 tabs left and 3 tabs right).
4. The reflector. I started by cutting off the bottom, ensuring the size of the resulting base hole was just big enough for the base part of the bulb to pass through. I then trimmed off one side to meet the dividing wall (photo below shows before and after).



- I put a thin film of silicon sealant around the bulb holder before inserting it and bending the two tabs in the centre of each group of 3 back to secure the holder in place. I also partially bent the other 4 tabs back so as to follow the slope of the reflector. Then I used silicon sealant between the back of the reflector and those four tabs whilst ensuring the bulb could be inserted and removed, and a smear of silicon sealant between the cut edge of the reflector and the dividing wall above the side light space.
- With the bulbs in place I connected up a battery to ascertain which contacts related to which set of LED elements. Then (with the bulb removed) I soldered a 6" length of green wire for the sidelight and a 6" length of white wire for the DRL to the contacts. Covered each solder joint with some heat shrink sleeving, put on the rubber cover for the back of the holder and crimped a bullet connector to the other end of the wires.

The electrics

- Start by preparing the delay relay units. Take the relay boards, the project boxes and eight 3mm bolts and nuts. Fix the bolts and nuts to the boards (with the bolt head underneath the board). Put a dab of superglue gel on the heads of the bolts and attach them onto the inside of the cover of the project boxes. NOTE - the nuts then foul on the components on the board, you will not be able to unscrew them afterwards.



Continues overleaf

Triumphstagshop

01564 824 414 or 07595 021 777
Email: sales@triumphstagshop.co.uk



Looking for low miles, low owner, original Triumph Stags, or ones that have been rebuilt. Top prices paid - quick, hassle free, private and confidential sale guaranteed. We also have customers waiting for Stags to rebuild, or ones that have been in storage and that need a bit of work. So if you have one that you are looking to sell please let us know.

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SUPPLIERS OF CLASSIC INTERIOR TRIM

2. The wiring contacts for the relay boards are as follows:
The single group of 3 are labelled V+ , GND and IN.
The two groups of 3 are for each of two relays - we only need one of them. The centre of each group of 3 is the common and (orientating the board so the writing is the correct way up) the upper contact of each group of 3 is the NC contact, which we want (the other is the NO contact).
3. To wire them up, attach a 6" length of black wire to the GND contact. For the supply contact apply two lengths of purple wire to the V+ contact. One of these needs to be just long enough to connect to the common terminal of one of the relay contacts (beware, it needs to go around the relay block, not over it - there is insufficient clearance in the box), the other needs to be 12" long for the near side unit and 3' long for the off side unit. Attach 18" of white wire to the NC contact of the relay, and connect 18" of orange wire to the IN input.
4. Set up the timing of the OFF delay. There are 2 switches and a potentiometer. Set the switches to Sec and 30. Apply 12v across the purple and black wires - the white wire should be live, so avoid shorting it out. Touch the orange wire to 12v and the green LED on the board should light up and the white wire should lose power. Disconnect the power to the orange wire and time how long it is before the green LED goes out (making the white wire live again). Adjust the potentiometer until you get a delay you think is suitable - probably about 1.5 to 2 seconds, this will be the length of time the DRL stays off after the last flash of the indicator. Drill 4 holes in the top of the box

and feed the wires through them. Close the box. Crimp a bullet connector to the end of each of the Orange, White and Purple wires. Attach an earth tag to the end of the Black wire.

Modifying the existing wiring

1. On the off side, cut off the side light spade connector and replace it with a bullet connector, include a single bullet joining sleeve (this will connect with the bullet on the green wire of the side light unit). Cut off the indicator spade about 6" back from the spade and attach a bullet connector to both cut ends. Rejoin them with a double bullet joining sleeve (this will connect with the orange wires of the delay OFF relays).
2. The near side is identical, except the side light bullet joining sleeve needs to be a double sleeve so it can also trigger the R20BC relay.

The R20BC wiring

This is essentially the same as described in the article. From terminal 87a run a purple wire to a bullet connector and a double joining sleeve (this will feed the purple wires of both delay relays). From terminal 85 run a green wire to a bullet connector (this will attach to the joining sleeve on the near side side lights).

Then just mount the relays, connect the earths and join up the wires - purple to purple, white to white, green to green and orange to the indicators. Check everything behaves as it should.

Geoff Brown



SOCTFL NEWS UPDATE



TEST FITTING THE NEW FLOCKED WINDOW SEALS

I was asked by Russell if I would like to do testing fitting of the newly arrived flocked window seals to my car. Having seen the quality of the product I was more than interested to see how easy it was to fit them and how well they performed. So of course I said “yes, I’d love to”.

Here is the description of how I tackled the job and the results I obtained.

I wondered if it would be possible change the seals without taking the frame out but after a few minutes of faffing about it was very clear to me that the frame had to be removed.

Step 1 Remove the door card and quarter light operating mechanism.

Step 2 Remove the inner and out weather strips.

Step 3 Remove the 4 bolts that secure the door glass regulator to the door.

Step 4 Disengage the lift arm of the glass regulator from the channel attached to the glass. This proved to be a bit of a fiddle as access to the inside of the door is somewhat limited and the motor is no lightweight piece of kit. However my very kind neighbour came to my assistance and together we managed to complete this part of the process.

Step 5 Remove the two brackets that secure the bottom ends of each side of the frame to the door. There are two black bungs in the rear side of the door that when removed allow easy access to the nut securing the bottom bracket of the frame and the top fixing bolt.

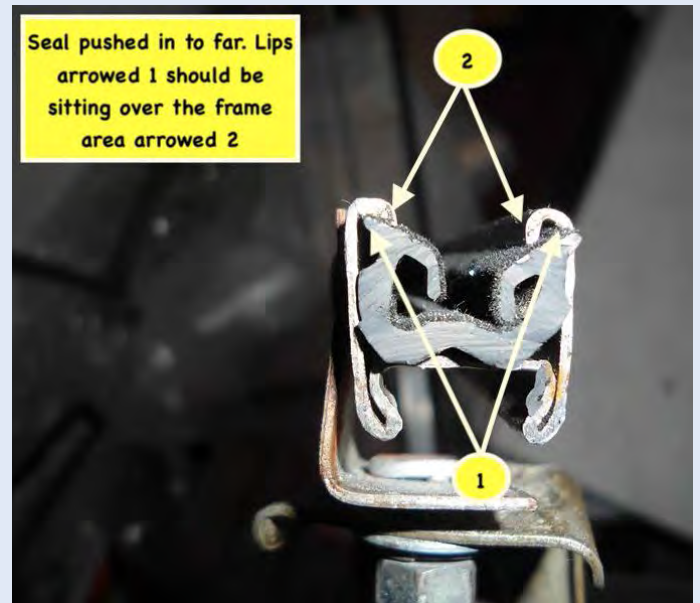
Step 6 Pull the frame and glass together up and out of the door. One useful tip; the frame is curved so you have to pull in ‘arc’ to prevent the frame locking into the aperture it has to pass through.

Now I know this sounds like a lot of time consuming work but in practice it does not take long to complete.

Once on the bench it was easy to remove the glass and the old seals. Quick clean up of the channels and it was time to fit the new ones.

The seals are supplied in one length sufficient to for one door change. I carefully cut a length to fit the long side channel and thought OK can you just slide it in. No, of course not so I reverted to my tried and tested technique ‘hooking in’ a couple of inches into one side of the channel and then working the other side in carefully with a very blunt flat blade screw driver. Now this is the most important point.

As Russell emphasised to me the seal must not be passed in to far. It must fitted so that lips sit on the curved part of the frame as illustrated in the photograph. These lips prevent the glass tapping against the metal frame that will cause an annoying rattle on bumpy roads.



I worked my way down the length of the channel and finished it off by making sure that the lips were in the correct position and that the seal was firmly seated in the channel. Then onto the other side and top channels. Once all the seals had been fitted I replaced the glass and made sure that it moved up and down smoothly.

This aspect of the job did take a little time but it really is worth exercising patience to get it right.

Refitting the frame went smoothly again with a little help from my neighbour in holding the glass in place while we engaged the lifting arm with the channel attached glass and bolted the lift motor into place.

So, one side completed and one more to do.

Have completed the installation I was delighted with the results. The windows glide up and down very smoothly indeed and there is no sign of a rattle even on the most uneven road surfaces. Now I do not think it's my imagination but I believe that doors close with a much nicer sound (more of a clunk than clatter) and it even sounds a little quieter when driving around.

In summary I believe that this is an excellent product fully fit for purpose and is offered at a very reasonable cost. Well done Russell in bringing this product to market. An achievement of which you can justifiably be proud.

Noel Sargent

OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

NORFOLK

Swannington in Bloom was hit by Global Cooling! Despite being late June & a drizzly, dull day, the 11 gardens were well worth the visit. In addition, teas, coffees, cakes, Pimms, beer, BBQ & more, kept spirits high. Free trips between gardens on Robert Easton's beautiful 1950's Bedford coach 'Lyn Ann' was extremely popular. For our little display Stags were kindly provided by Kevin & Jan, Richard & Anne, Simon & Marie plus Chris & Sue. Star of our intimate little display though was 'Dorothy' a 1926 Dodge looking like she'd escaped from the Keystone Cops! There was also a DB7 & a BMW 4-series substituting for a Z4 which had developed a seized brake.

Bircham Windmill + Ian & Nancy's BBQ was also hit by Global Cooling. 20 people braved torrential rain, strong winds & even flooding to visit www.birchamwindmill.co.uk. 4 couples braved the elements in their Stags: Alan & Doreen, Richard & Anne, Dave & Jan plus Kevin & Jan (with four-legged cuddles-magnet Ellie). Despite gusting winds, most of us climbed to the top of the mill & clung desperately to the external perimeter walkway to witness the views. Then we moulded dough from their milled flour which was baked for us to take away for later enjoyment. Marion's loaf was especially creative but we were each proud of our own efforts.



After the sights & smells of the bakery & a 16 miles drive to nearby Kings Lynn, we were very ready for the fantastic BBQ laid-on & very kindly funded by Ian & Nancy. Whilst they beavered away supported by Dave (aka ET), Tony & most importantly young Jenson, we just chatted & chatted in the warm & dry of their lovely home. The meat was exquisite & accoutrements extensive then masses of puddings appeared. We were most impressed ... and full! Kevin thanked Ian & Nancy on our behalf for the concept of the day & especially for their superb food & hospitality. It was a wonderfully social day enjoyed by 20 of us through the interesting visit, good food & company.

July Noggin & Natter saw another good turnout with 33 members plus 4 Stags in the carpark. We were joined by new members Ray & Tracy along with Harry & Maddy, who were warmly welcomed and immediately booked themselves onto some of the future events. Excellent, as with most of Life, you will get back from SOC what you put in & that is a great start.

Kevin went through last month's events which included the Yorkshire weekend, Sheringham, Strumpshaw, Great Yarmouth, Swannington, Bure Valley Aylsham & Malvern Inter club weekend which all had representation from our area. He then moved on to the large number of events coming up in July, a number of which are at members properties to which we are all looking forward. Charles has kindly already organised a visit to The Royal Air Force Air Defence Radar Museum at Neatishead in September. More details to follow.

First Tuesday each month - Noggin 'n' Natter 8pm+ Village Inn, School Lane, Little Melton, NR9 3AD just outside western edge of Norwich Southern Bypass. Browse <https://www.stonehouserestaurants.co.uk/> then put NR9 into search box and visit local website for menus etc. Park behind pub, use rear entrance & our room is



first on right through the doors. We're a sociable bunch of mainly couples so please join us 6.30pm onwards to sample very good value food pre-meeting (no need to book).

Norfolk Area Team: Email: norfolk@stag.org.uk which goes to Co-ordinator & Deputies ...

- Kevin Mellor (Co-ordinator) 07957 790764
- Chris Liles (Deputy) 07885 253525
- Peter & Jean O'Neill (Deputies) 07917 431285.
- Ray Prescott (Photos Archivist) send him your photos via WhatsApp.

NORFOLK AREA WEBPAGE

<https://www.stag.org.uk/norfolk-area-members-home-page/>

Kevin Mellor

Mobile: 07957 790764 Email: norfolk@stag.org.uk

BEDFORDSHIRE & NORTHANTS

May Natter and Noggin
Again I was not able to attend the Natter and Noggin again as on another holiday. A few indicated they would attend but have not had any feedback

All Natter and Noggins will be at Red Lion Elstow MK42 9XP 7:30pm onwards.

Events and car shows

Although there has been some sunshine this past month some events have been cancelled due to heavy rain. The Luton Hoo walled Garden was still run but with the weather conditions it was poorly attended and those that did attend were leaving early

The monthly Tuesday meet at Oakley Sports and Social Club was cancelled due to heavy rain making the pitch not useable.

Ray Martin put out a call for any one interested in going to the Triumph Club Picnic at Leamington Spa (hopefully I can get Ray do provide a report for the next magazine

Up and Coming events

Kimbolton Castle and Country Fayre on the 14th July report to follow in September

Stag National at Brands Hatch on the 14th July again report to follow in September

I will be attending the Bedford River festival on the 21st of July where they close the main street and park up classic cars.

August 18th I will be attending the Flitwick Lockdown Car Show. I did book a club display area but only had one member interested. Please contact me as soon as possible if you wish to join me.

Another show that you may be interested in is the All Triumph Day at Shuttleworth on Sunday 8th September

Register your interest at trr.lvg@gmail.com as pre booking is essential

What's App group.

This month a discussion on which type of oil to use in our Stags with different people putting forward their preferred grade and manufacture. I learnt something about additives in the oils. And there was a lot of discussion about attendance to the forthcoming Kimbolton Castle and Country Fayre

Bedfordshire Web Page

<https://www.stag.org.uk/bedfordshire-landing-page/>
Russell would love to have pictures of your cars and some information about the cars. Or any reports on trips to shows and events.

DIARY DATES

- ✔ August 13th Tuesday Oakley sports and social club car meet (prov)
- ✔ August 21st Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ August 15th Natter and Noggin RED LION Elstow MK42 9XP
- ✔ August 18th Sunday Flitwick Lockdown Car show
- ✔ August 23/25th Silverstone Festival
- ✔ September 8th All Triumph Day Shuttleworth
- ✔ September 10th Tuesday Oakley sports and social club car meet (prov)
- ✔ September 18th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards

BEDFORDSHIRE AREA WEBPAGE

<https://www.stag.org.uk/bedfordshire-landing-page/>

Roger Kennedy

Mobile: 07816 271237 rogkennedy44@aol.com

ESSEX

Last month we had our area BBQ at Trevor and Petrina and what a lovely day it was apart from the odd shower which luckily didn't last long.

Was good to catch up with Marilyn and Laurie and Dave and Angie. Trevor and Petrina were excellent hosts and thank you for providing the food too, very well judged for the numbers. Those who made desserts, thank you and well done. Unfortunately, I missed the opportunity for the chocolate cheesecake, I was getting drunk on Helen's tiramisu. Big thank you to our hosts.

Last month was also National Day at Brands, report to follow

This month we have our Long Weekend in Christchurch and hoping for good weather and tops down, report to follow.

Next month, 1st September we will be attending the Hyde Hall classic car show and by now you will have received an email for names and numbers. Polish those wheels!

One the 15th September we will also be attending the Maldon Classic Car show on the promenade and this is



Stags at the impressive Newmarket Horse Racing Museum showground

well attended and there will be Stags from North Essex/Suffolk area too. If you book, which you have to do on line, then please tell me soonest so that I can reserve space for you.

At some point the traditional night run will be organised which I am happy to do but if anyone has a suggestion or wishes to have a go at organising it they will have my full support

As mentioned last month, our Christmas Do, we will back at the Eagle on the 7th December so put this in your diary now.

It has been fantastic, not just for me, but others to see members coming forward and wanting to organise events for our area. Support from myself is of course always there.

As I have mentioned before, with area members clearly being involved in events has proved to be a great success and with my full support. Thank you.

If you wish to be added to the email circulation list then please drop me an email and if you wish to be removed from the email circulation, then let me know and I will remove you.

If you have not been a long to a club night before, we meet on the first Thursday of each month from 7.30pm at the Old Windmill in South Hanningfield, post code CM3 8HT. We have the back room booked, so just look out for our club board.

DIARY DATES

- ✔ August 1st – Club night, Old Windmill
- ✔ August 23rd – 26th – Long Weekend away
- ✔ September 1st – Hyde Hall Car Show
- ✔ September 5th – Club night, Old Windmill
- ✔ September 15th – Maldon Classic Car Show
- ✔ October 3rd – Club night, Old Windmill
- ✔ October TBA - Night Run
- ✔ November 7th – Club night, Old Windmill
- ✔ December 5th – Club night cancelled
- ✔ December 7th - Christmas meal, raffle and awards

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com

CAMBRIDGESHIRE

Our June event was to go to the National Horseracing Museum classic car show. Unfortunately the event coincided with Fathers Day, which therefore restricted many members from attending. However, the Suffolk & Essex area came to the rescue and several of their members joined us at this rather classy venue. The museum covers five acres in the centre of Newmarket just two hundred metres from the High Street and includes a restaurant and café area. The weather didn't look too good when we met the Suffolk area for a short drive to the venue. Upon parking we erected the gazebo together just in time for a short rain storm after which the weather thankfully improved. Our members really enjoyed looking around the museum galleries which are comprehensive and well laid out. Should you want to know anything regarding horseracing and thoroughbreds, it's the place to go. We didn't have time to visit the Kings Palace but will save that for next year. The photo shows our line up of Stags at the impressive Horseracing Museum showground.

Later in June we held our N&N at a new venue, the Admiral Wells Pub at Holme, to enable more of our members to attend from the northerly part of Cambridgeshire. The staff at the pub were most welcoming, the food was good and they provided and provided an excellent experience. I am told that the attendance was the best for more than two years. Everyone seemed to have had an enjoyable time in we plan to re-visit again fairly soon.

The July event on the 14th was to go to one of the best visited NGS gardens in Cambridgeshire. Pippa & Steve Temple welcomed us to "The Windmill" at Impington. They have a beautiful garden which includes a 17th century windmill. We were given a guided tour of the property and learnt of the work that they have carried out over the last 30 years. They also had a great interest in our Stags and asked us to park them in front of the windmill for photo's

(See the front cover). Following the visit we had a twenty five minute drive, in procession, to St Ives for lunch at the Marsh Harrier Pub.

Our next visit is on Saturday 10th August to Denny Abbey & Farmland Museum. The abbey was founded in 1159 as a Benedictine Monastery and later taken over in 1170 by the Knights Templar before being dissolved by Henry VIII in 1539 when it became a farm. The Farmland Museum has an extensive collection of machinery from the Fens. We should arrive at the venue in advance of 10.00am and closes at 4.00pm. However, our members can leave at any time by just advising the staff shortly beforehand. The charge is £5.00 per car for the day. There are good catering facilities on-site and they are keen to display Classic vehicles.

Chris Grove
Deputy Co-ordinator Cambridgeshire

DIARY DATES

- ✔ 10th August Denny Abbey & Farmland Museum (Saturday)
- ✔ 21st August N&N + Fish & Chips Supper + Quiz (Wednesday) at Ferryboat Inn, Holywell, St Ives.
- ✔ 8th September Croydon Village Classic Vehicle Show (Sunday)
- ✔ 18th September N&N (Wednesday)
- ✔ 13th October Treasure Hunt including N&N (Sunday)
- ✔ 24th November Lunch with the Crocodiles @ Johnson's of Old Hurst including N&N (Sunday)

Rod Kennedy
Tel : 07501 448516
Email: cambridgeshire@stag.org.uk

SUFFOLK & N.ESSEX

Our Shine and Show always starts of June with a good display of gleaming stags. This year though our numbers were somewhat depleted with many unable to attend for one reason or another. The best

excuse was "my stag is blocked in by scaffolding round the house". Good effort Ray. That left only 5 to battle it out. With all the votes counted, surprise-surprise Mick was victorious followed by Robin in second and myself in third. What can we do to keep Mick away next year?

Peter had arranged a visit to JD Classics.

On Saturday 15th June 14 stags and a mark 1 Cortina GT met in Hatfield Peverel for the short run down the A12 and in to Chelmsford, for the JD Classics open day. On arrival we were ushered in the secure part of the car park for a line up in front of the a JD Classics lorry for a photo shoot. In front of us was a colourful array of Jaguar F Types. Photographs were taken and we got many comments on the cars, and the mark 1 Cortina aroused quite a lot of interest. So much so, at one point I thought the chap enquiring about the car was about to make Phil an offer for the car. But it didn't materialise and as Phil said it wasn't for sale anyway. We enjoyed a couple of hours looking around at the restorations and engine work being done to various cars, not to mention all the cars for sale. No prices shown, but then they do say if you have to ask the price, you can't afford. The line-up of Jaguar XK 120s 140s and 150s was very impressive. Having dribbled and drooled over the cars for sale it was time to make a move for refreshments. We left the site and back out on to the A12 where we seemed to get split up joining the traffic in the 40 MPH zone. However, we all came back together in time for the turn off at Hatfield Peverel. We headed for Hatfield Peverel village hall where I had arranged refreshments. 11 of us sat down to eat, and the food looked lovely, teas and coffees were consumed whilst awaiting our orders.

One particular person, who shall remain nameless ordered and ate the large treble breakfast -three of everything. We all waited to see if he could finish the large plate of food, which he did, along with double toast! Having finished our brunch, we all set off in different directions for the journey home. A good morning out looking at fabulous cars of all ages whilst using our stags at the same time.

Thanks Peter.



To keep up the tempo of events it was an early start for five of us on the 16th for a visit to The Newmarket Horse Racing Museum the event was organised by Chris Gove, Cambridgeshire area. We had a great day out with the sun making an appearance. What an interesting place with some super cars on display. Thanks to Chris for the invite.

We meet up on the 1st Wednesday of the month from about 8pm (6:30 for a meal) at The George Pub, Hintlesham near Ipswich IP8 3NH. Please come and join us for a chat and a drink.

Check out our page in the website for news and upcoming events. <https://www.stag.org.uk/suffolk-n-essex-home/>

DIARY DATES

- ✔ 4th August Helmingham Festival of Classics
- ✔ 7th August N&N The George. Hintlesham IP8 3NH
- ✔ 11th August Alder Valley Meet
- ✔ 18th August Stonham Barns
- ✔ 26th August Classics by the Bridge Suffolk Food Hall
- ✔ 1st September Classics at Glemham

SUFFOLK AREA WEBPAGE

<https://www.stag.org.uk/suffolk-n-essex-home/>

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did a fabulous job and the car looks and sounds beautiful. It makes me miss mine being on the road and serves as strong motivation to get it done.

As I type, National Day has finished. It sounds like it was a fabulous day at Brands Hatch, one of my favourite race tracks. I'd have loved to head down there to see the cars and the racing, especially the historic stuff. It's a busy time for me workwise, though. Next time.

Come join our meets on the first Thursday of each month! All are welcome. The Golden Eagle is a great, traditional English pub with a foodie twist. Ashley Green is just a few minutes off the A41, near Chesham. If you would like to suggest an event, or find out what our members are planning, please contact Mary or me.

DIARY DATES

- ✔ Thursday 1st August – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Sunday 5th September – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 3rd October – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

Paul Harrison

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HERTFORDSHIRE & N. LONDON

Nine local members and six Stags joined me for our July meet. That's a great count for our area lately. Many of our members are retired, so are away travelling frequently. Anyway, we got the cars together in the car park for some photos.

It was wonderful to welcome Pete G's glorious Stag - Tahiti Blue with a tan interior - just back from restoration and his daughter's wedding. The car was ready two days ahead of the big day: loads of time! But he and his helpers



OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

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NOTTS/DERBY

Carsington Water Classic Car Show

We arrived at the lake along with Richard and Yvonne on a bright sunny morning with the show field beginning to fill up, there were only the two of us from the Notts Derby SOC area.

The event was organized by the local Rotary Clubs and was very well organized. There were many different makes of cars from all eras including American and military vehicles plus an assortment of motor bikes.

We were parked on the show field quite close to the lake side and the café area where the toilets are, which is very important. There was not much on the show field, one stall selling tools where Richard managed to find the only tool that he does not already possess and various others selling bric a brac but nothing else car related.

We had a walk around the café area where there were more permanent shops and an ice cream shop, it would have been rude not to sample some. A quick look around the Museum of water where it was explained that the amount of water on earth has been constant from the beginning of time. It amused the many children that the water you are drinking today could have been passed through a dinosaur at some time in history, it amused us

so we must be children also.

It was good that it stayed nice and sunny all day as there was nowhere to pitch a gazebo which was just as well as we had not bought one with us, and not many places to shelter if it had started to rain.

A pleasant day in pleasant company in lovely surroundings.

Ian Sherratt

Ashby Steam Rally

A rare, glorious sunny day treated our two Stags and two TR3's to a thoroughly enjoyable day. Lots of classics, side stalls, music and endless entertainment. Alpaca racing, wall of death stunt riding and even an old fashioned Helter Skelter ride. Music provided by the Quorn Ukulele Band and the day's highlight being the procession of steam traction engines, concluding in a cacophony of sound by the horns, whistles and hooters of the assembled exhibits in the arena. This was the famous 'Boundary Blast!' with lots of smoke and soot!! Thankfully the wind was blowing away from our cars!

Lullington Open Gardens

David and Margaret, TR3, and Mike and Jan, Stag, were greeted by a rather damp and rainy day (well it is summer after all).

It failed to deter the early expedition to find the bacon butties and seek out a wide range of beautiful gardens and side stalls. A good selection of classics on display

despite the poor weather, including three lovely Lotus Europas. Quite a rare site these days. My teenage dream car !! Doubt I could get in, or out of one these days. I've matured now and prefer the Stag.

Lullington is a gem of a South Derbyshire village with a welcoming community where residents are obviously proud of their gardens and hospitality.

Mike

Wollaton & Heage (Sunday 9th June)

After a few mishaps of wrong keys & forgotten paperwork (my Stag is not kept at home), I was too late for the exhibitor entry to the Nottingham Motor Show at Wollaton. Instead I decided to go to the local event - Coffee 'n Cars at Heage Windmill with some



Carsington Water Classic Car Show

friends who have American Classic Trucks. There was a good turn out with a variety of American cars. It was interesting too, to see a working windmill with 6 sails and a stone base. Tours to view the operation and flour milling were available for a small charge.

It wasn't that late in the day when the majority of vehicles were dispersing so I decided to continue giving the Stag a good run whilst the weather was dry and travelled on to Wollaton. Yes they let me in at 1.30 pm! This had a different vibe. Wollaton Park was full of Classic English Cars, various side shows, stalls and activities to encourage you and your family to spend money! A wander around revealed one or two other Stag owners and then you always have someone and something to talk about!

Wonderland Ferry Farm, Hoveringham (Sunday 30th June)

Classic and Sports Car Festival with mostly Classic and Modern Classic Ford Cars, organised by the Capri Club. I entered the Concourse (Not Ford) 1970-1980 show category. The Stag was given a thorough polish for the judges and although I wasn't placed, I had lots of positive compliments. I also had a lovely professional photo taken.

Nicky

Parkside Classic Run

The second of the Crooked Spire Classic events, this one is run annually and always starts and finishes at Parkside School in Chesterfield. As always the route didn't disappoint and there was a good cross section of cars. Myself, Steve and Julie and Ian and Lesley have become regulars, this time we were joined by Jack and Linda on their first event and like the rest of us, thoroughly enjoyed it. Briefly, we headed from Chesterfield out towards Ashover, Kelstedge and into Tansley, then out towards Crich, passing the Tramway Museum and down into Wirksworth, on to Fenny Bentley, Tissington Ford, Dovedale and through the Manifold Valley and we had a lunch stop at Hulme End before heading to Longnor and another stop at Tagg Lane dairy for an ice cream stop. This time the queues weren't too bad and we did manage to get one. Leaving there we headed past Longstone Edge, into Hassop, through Chatsworth Park and eventually back to Chesterfield. A total distance of 93 miles in reasonable weather apart from a light shower while we were at Tagg Lane Dairy.

As always a really good event and worth doing if you haven't yet plucked up the courage to join us. The instructions are clear and it is well organised. I find it easier to use the Rally Trip app as it minimises the speedo/mileometer differences, but we still made a couple of minor errors, one when we missed a small sign which was hidden by a bush.

Andrew



New members

For anyone who has recently joined the Club or hasn't got round to attending a meeting or event, please be assured we would love to see you and you will be made very welcome. Phil and Andrew's details are in the coordinator's directory should you want to ask any questions or want any information. Phone calls, messages and emails are welcome.

WhatsApp Group

If anyone who hasn't already joined and wants to join our area WhatsApp group, please get in touch with Andy Williams on 07917 876292. There are currently 29 of us in the group.

We meet on the first Wednesday of the month at 7.30pm at the Cooper Arms, The Green, Weston on Trent DE72 2BJ and members from all areas are welcome to join us.

Our next meeting is on Wednesday 7th August at 7.30pm.

DIARY DATES

All dates could change, so please check with the organisers or Phil.

Booking is direct with the organisers where contact details are supplied

- ✔ 11th August Ilkeston Classic Car Show
- ✔ 17th August Barlow Carnival
- ✔ 23rd-25th August Silverstone Classic
- ✔ 25th August Gloucester Goes Retro
- ✔ 26th August Pershore Plum Festival
- ✔ 8th September Area Day and Triumph Day Great British Car Journey
- ✔ 14th – 15th September Road, Rail & Ale, Statfold Railway

NOTTS / DERBY AREA WEBSITE

<https://www.stag.org.uk/notts-derbys-area-group/>

Phil Gunn

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Noddy arriving at the Coffee and Chrome event

SOUTH BIRMINGHAM

Noel's Notebook

We have been attending the monthly evening meetings at the Bowling Green Inn just outside Bromsgrove for the last couple of years. You just turn up about 6.00pm. It is usually very well attended and there is a large variety of vehicles from the last 5 or 6 decades. There are often some odd balls to see as well such as the jet engine at the June gathering. Noise was deafening!

Unfortunately, the event organiser has been informed that the current landlord has decided to retire and at the time of writing there have been no applications for the takeover of the tenancy. In these circumstances the organisers have decided that the July meeting will be the last until the 2025 season. This will allow them to hopefully source another venue.

Talking of changes of venues the landlady of the Robin Hood does not open up for the public on Mondays and Tuesdays but up to now has opened for our monthly N&N's held on the first Tuesday of each month. She has informed Scotty that opening up just for us is not financially viable. We have been expecting this situation arising so are now actively looking for an alternative.

This is in many ways the end of an era for our group as our association with the Robin Hood goes back over many years and we had hoped that the current landlady would continue to support us. This is not to be, so on to pastures new that we hope will be as good as the Robin Hood has been in terms of parking and other facilities.

AH!!! Like all good yarns there's a twist to this story. Following a discussion at what we thought was going to be our meet at the Robin Hood an agreement was reached that meant we would change our meeting to Wednesday evening and we can use the much larger room bar. Good news all round.

The Footman James Coffee and Chrome event held at the Chateau Impney, Droitwich on the 9th June was very well attended indeed. There was a huge number of vehicles spread over two large fields. Needless to say the variety of vehicles was very wide indeed. Some very old and some relatively young in classic cars terms. There were some odd ones too. For example Noddy turned up in his brightly painted two seater. A well organised and interesting event well worth attending.

Another change this year was the location for the Pre 1946 Standard Triumph Picnic event on 23rd June. This year the venue was Woodland Grange near Lemington Spa. In previous years the event took place at Walton Hall but apparently the new owners had raised the hire costs for the field by very significant 10 times. Hence the need to change location.

There was a very impressive display of pre 1946 Triumphs and Standards as well as Stags, Heralds, Dolomites, and other models to inspect and chat to owners about.

Woodland Grange proved to be a pleasant setting for the picnic and thank heavens the weather was dry and warm. A nice day out and a very pleasant drive.

Well that's about it for this month so I'll wish you all a warm, sunny August and some trouble free motoring.

DIARY DATES

August

- ✔ 4th Trimpley Vintage Rally, Bite Farm, Trimpley DY12 1NU
- ✔ 4th Footman James Coffee & Chrome. Chateau Impney WR9 OBN
- ✔ 10/11th Championship Challenge, Shelsley Walsh, WR6 6RP
- ✔ 10/11th Far Forest Countryside Show, Far Forest Show-ground, DY14 9DA
- ✔ 17/18th Broadway Car Show, High Street Broadway, WR12
- ✔ 26th Pershore Plumb Festival, Pershore, Worcs.

September

- ✔ 1st Classic & Retro, Himley Hall, DY3 4DF
- ✔ 8th Breakfast Club, Shelsley Walsh, WR6 6RP
- ✔ 14th Hampton Ferry Car Show, Boat Lane, Evesham, WR11 4BP
- ✔ 14/14th Road, Rail & Ale, Statfold Narrow Gauge Museum
- ✔ 14/15th Harvest Festival Meeting, Shelsley Walsh, WR6 6RP
- ✔ 12/22nd Stoke Prior Steam Rally, Little Intall Fields, Stoke Pound, B60 4LF
Noel Sargent.

SOUTH BIRMINGHAM AREA WEBPAGE

<https://www.stag.org.uk/sba-home-page-2/>

James Scott

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SOUTH CHESHIRE / NORTH STAFFORD

On the 11th August we shall be joining Nigel and his West Lancs area at The Wirral Classic club display at Claremont Farm, Wirral, please ring Nigel for details, personally I am really looking forward to this show, having seen this event on TV recently it would appear to have a lot going for it, and because it is a farm there are lots of farm foods for sale. I shall write about it next month.

On Sunday 17th and 18th August we will be at Tatton Park in Knutsford again for the Autumn show but the show that was called the Passion for Power is now called the Classic and Retro Car Revival and all of the passes are already allocated, we should have seven co-ordinators on the stand including me over the weekend. and here's hoping for lovely sunny weather!

Sunday 1st September Arley Hall, Cheshire. Book via Great British Motor Shows.

Judy.

Judy Harrison
Tel: 0161 748 4608

WORCESTERSHIRE

Very sadly one of our new members, Eibhlin Thorpe-Smith, passed away after a short illness. Barry and Eibhlin had recently retired and were looking forward to some of our events and holidays this year, especially our trip to Ireland and our Murder Mystery in the autumn. Our sympathies go to Barry and his family at this very sad time.



June started with a run-out to The View at Henley-in-Arden for Sunday lunch. We met at the Evesham Garden Centre and drove through the Cotswolds. All went well as far as Mickleton when Christine decided we were going the wrong way, and like lemmings we all followed her. It turns out we were going the right way, and Christine had misinterpreted her own notes! What is it with u-turns and our group!

Rodger and Anne hosted a Charity Quiz night in aid of their Waterloo Schools Charity at their local village hall, and while we managed to get 2 teams together, neither was a winning combination. However the fish and chips

were excellent and over £800 was raised.

The Pershore Confetti Fields were highly recommended by Martin and Veronica last year, and so this year they were visited by David and Jan who again said it was a marvellous trip, very busy but well organised. They are only open for a few days a year but well worth it.

Three of us went to the TR Register Standard Triumph Picnic. It was a great day, good weather, great venue, good food and music, and there were some lovely cars. A total of 24 Stags making an impressive display.

Finally we hosted The Inter Club International Weekend, at the Three Counties Showground in Malvern. Christine and Tony have put a lot of hard work into organising this event but unfortunately I wasn't able to go.

There were 24 Stags on the stand Saturday and 19 on Sunday from all over the UK.

Saturday was a great day with beautiful weather with more than 2000 cars from 45 clubs. However Sunday was disappointing with a lot less cars, and the weather was windy and cold. Coffee was a lot more appealing as a result.

Thanks must go to Howard, Andrew, Ian, Kath, Ian, Rosie, Pat and Russell for their help in erecting, manning and dismantling the stand.

DIARY DATES

- ✔ 1 Aug - N&N 19:30 for 20:00 The Oak
- ✔ 4 Aug - Trimpley Vintage Rally and Car Show
- ✔ 26 Aug - Pershore Plum Festival
- ✔ 5 Sept - N&N - The Oak
- ✔ 8 Sept - Malvern Wells Village Fete
- ✔ 10 - 17 Sept - Northern Ireland trip
- ✔ 21 Sept - MacMillan Coffee Morning/Ploughmans lunch
- ✔ 22 Sept - Stoke Prior Steam Rally
- ✔ 3 Oct - N&N
- ✔ 18/19/20 Oct - Murder Mystery Weekend

WORCESTERSHIRE AREA WEBPAGE

<https://www.stag.org.uk/members-area/uk-area-websites/worcs-area-main-page/>

Paul Catterall
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WARWICKSHIRE / LEICESTERSHIRE

Flippin eck. We've been very busy recently with 5 weekends on the trot, through June and July. August is busy too, so a good time will be had by all. Coventry Motofest, Leamington Spa, the ST Picnic, Princethorpe and Market Harborough were all very pleasant. The weather was brilliant, glorious sunshine from start to finish. Yeah right! Who am I kidding. We've been lucky despite the weather's best attempts at putting a dampener on things. Cold but generally dry I would describe our weekends. We were awarded the 'spirit of the show' trophy at Princethorpe for our commitment shown over 26 years

of the show, we've done every one! We had a great display of 12 cars too. Well done to our members and their cars, who I hope had a lovely day.

No progress whatsoever on the project front I'm afraid. What with cricket on a Saturday, yes, I know I'm too old! Outings on Sundays and life in general, there's simply no time left. The 2k is at least driveable now and she does go well. The GT6 is pushable....

A reminder that we now have a WhatsApp group. Let Di know if you want to be included on that dragonsnap192@outlook.com

Tone and Di

DIARY DATES

WARWICKSHIRE –Our regular monthly meetings will be held on the first Tuesday evening of the Month at the THE SPARROW, Coombe Fields Road, Ansty, Coventry CV7 9JP from 7pm, unless otherwise advised below.

LEICESTERSHIRE - Every third Tuesday evening of the month at THE CHARNWOOD ARMS, Beveridge Lane, Bardon Hill, Coalville, Leicestershire, LE67 1TB from 7pm, unless otherwise advised below.

SOUTH WARWICKSHIRE –Meetings are now fixed for the third Friday of the month at the GILKS GARAGE CAFE, Banbury Road, Kineton, CV35 OJZ. From 6pm-8:30pm. Any one-off changes look out for emails.

Check out our Warks/Leics Area Website for more details on how to book events etc.

Recurring events.

1st Sunday of the Month – Middleton Hall nr Tamworth. - £5 per car. Just turn up?

2nd Thursday of the Month – Southam Meet. Just turn up.

August

✔ Sun 4th. – Townthornes BEN charity annual fete. Let me know if you want attend.

✔ Sun 18th – Ibstock Country Fair. Let me or Paul Smart know if attending.

✔ Sat 24th – Gloucester Goes Retro - .

✔ Mon 26th – Pershore Plum Festival. £8 per car Bookings closed!

✔ Sep 2024.

✔ Sun 15th. – Hinckley Classic Car Show – massive Town Center Show. Book direct but let me know if going. Please.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

<https://www.stag.org.uk/warks-leics-area-home-page/>

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OUT & ABOUT

NORTH EAST

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

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NORTHUMBRIA

Our flagship event on 9 June to Beaufront Castle which attracted 30 Triumphs is covered earlier in the magazine. We've been on a steep learning curve AI enhancing high resolution digital drone prints several of which now adorn our members' hallways.

On 21 June four Club Stags lined up on the North Shields Fish Quay in sunshine for an agreeable al fresco coffee and natter overlooking the Tyne. Kevan, Brian and Mike shared their doubts on whether under 40s can be persuaded to buy more Triumphs.

On 30 June 21 Triumphs, including 4 friends from the TR Register, converged on Northumberlandia car park for a steady convoy drive to the Woodhorn Colliery Museum where we were allowed to park on the central grass display area. This was a day on which members displayed their lesser known Triumphs. We were thrilled to meet members David and Lynn Kirk who undertook a 200 mile round trip from Ecclefechan in the Borders to join us, not in their Stag but in their Dolomite 1500 which generated much interest. New members Kevin & Christine drove into the restored colliery in their late Spitfire 1500 whilst John & Linda showed off their Jaguar E-Type coupe in front of the huge historic pithead winding gear which last extracted coal in 1966 and last turned in 1981. Kevan with his enviable choice of three Triumphs left his GT6 and Stag in the garage, preferring on this occasion his TR6. Our group received a spirited bespoke tour from one of



David & Lynn Kirk – 200 mile round trip in their Dolomite 1500

the volunteers which emphasised how hard life was for miners a hundred years ago, enjoyed the unique exhibition of pitmen painters and we were allocated reserved tables in the museum café. Our discounted entry tickets allow members to return free for 12 months. Whilst not a charitable donation, we were pleased to spend over £400 at the museum to support their excellent work.

Our last visit to a grade1 listed private castle this year will be another unique event and a real treat on 25th August - hope you can all make this one as successful as the last one! Members in any Area are welcome to join us on any of our drives – especially Cumbria members for whom this castle isn't far away. If you would like to join our WhatsApp Group or are interested to find out more please contact Roland or Brian (contact details on website).

We do intend to arrange one or two ad hoc N&Ns at shorter notice via WhatsApp.



Northumbria Stags at Woodhorn Colliery Museum



Woodhorn colliery winding wheel setting off John Shaw's E-Type

DIARY DATES

- ✔ 25 August – drive with TR Register along the Roman Wall towards the Northumberland National Park for coffee & scones at a fabulous yet little known large family owned grade 1 listed castle used for film sets on the River North Tyne – our final private castle of the year and another visit which is unlikely to be repeated.
- ✔ 8 September – Standard Triumph gathering at Great British Car Journey
- ✔ 15 September – Piece Hall Halifax - display with West Yorkshire Area
- ✔ 19-22 Sept – Isle of Man Festival of Motoring organised by SCT
- ✔ 29 Sept – Beamish Museum Classic Car Show organised by Necpwa
Roland & Brian

Roland Tate
rolandtatetcf@gmail.com

CLEVELAND & CO DURHAM

Sunday 23rd June and we were back at Barnard Castle for the Classic and Retro Car Show. Dick arrived early and did his best to keep spaces for the rest of us who turned up together shortly afterwards. It was good to meet Debra, Simon and Freya who had come along in their yellow stag following extensive restoration work, hope we'll see you again in the future. As usual there was the run up the dale to Middleton in Teesdale and back later in the morning, then the chance to enjoy the exhibits in the glorious sunshine. Thanks to Dick for arranging the passes once again.

The following Sunday we were out early to get to Northumberlandia to meet up with Roland and

Northumbria area for the visit to Woodhorn Museum. Special arrangements had been made so that we were parked together inside the museum grounds, then we were given a guided tour of the various features within the old colliery. Thanks to Roland for organising and asking us along once again.

DIARY DATES

- ✔ August 10th & 11th Croft Historic Festival Weekend & Show with TR Register.
- ✔ August 24th Ingleby Cross Classic Car Show.

Mike Reeve

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WEST YORKSHIRE

Well after a few days of the summer sun, before reverting to the wet stuff for a while and with all good intentions of making good of whatever happens, happens. We in the West Yorks area have had a hectic past month with 10 events. A return to Harewood House was the first as we were looking forward to the event alas the weather was not brilliant, but we did manage a look around the house until the rain abated, the show itself seemed to lack the normal amount of entries as well as the visitors. Locke Park has always been a firm favourite with some of our members. This year the Balne show gained more interest from our members and we gave £150 to their Alzheimer's charity although the rain hit us hard again with a few leaving early but with it being Castle Howard the following day and what we like to call our Candelabra event pity we didn't win best club in the show, but we did get some congratulations from the Aston Martin club for our turnout.





Harewood House

The best event so far in my view was the Beverly Midsummer Car Show. I was half expecting to see John Nettles or Neil Dudgeon inspecting some cars, I was disappointed though, but not with the show, the whole town is closed off to allow the influx of classic cars along with some classic motorbikes. The evening was buzzing with people gathering to see all the vehicles, a show that we will surely do again. Carlton Towers is a show new to us although some of our members went on a run a few years back and ended up there, the house itself is a bit different to others we have visited in the past, it's more gothic in style and the guided tour was alighting to learn more of the history and the family that still lives there. Malton Agricultural Show, which is held the same month as the Great Yorkshire Show is as nice and easier on the pocket although as the name says it is more Agricultural than a car show but with plenty going on and see another for next year's calendar. This just leaves Wortley show and Sewerby Hall shows, Wortley, being one that we have been to a couple of times before and that some of our members attended although the date of this event had changed and clashed with Sewerby Hall, our members divided some going to each show and both having good times to report hopefully next year although I find it hard that shows and things our members would like to do would not clash with other events.

I was contacted recently by a new member Esther aka Kitty regarding her car which she had owned for many years with one thing or another with what life brings to us from time to time her car had been stood all forlorn in her garage and in the need of assistance in getting it back to glory in its rightful place on the road. So, with Kitty living close by, I called to have a chat and find out more about her and her steed or should I say Stag. As we talked and I took a look at the car looking sorry for itself with 2 flat tyres and covered in dust, I reassured her that we'd have it going in no time and to her surprise within the week it was and with Kitty's elbow grease WHAT a different car it looked it amazing! Kitty came to her first N&N and thanked everyone for making her welcome and is already making plans to join us on some of our ventures.

Last on the agenda was this year's Stag Golf Trophy with 12 players taking part 11 of which are Stag owners, playing this year at Otley Golf Club and for a change a beautiful sunny day with wonderful views looking over



Graham Wilson receiving his trophy

towards Harrogate just a pity it was on the flight path to our local airport as well. It was nice to welcome some new to our normal golf group and no matter how each played I am sure to say everyone enjoyed the day no more than I'm not a bandit Graham Wilson taking the trophy this year and new to the group this year Richard Horton for getting the longest dive to hit the fairway and stopping the bandit from adding another accolade.

Wayne Day

Email: westyorkshire@stag.org.uk

NORTH YORKSHIRE

Andy Maughan

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Email: asmaughan@ntlworld.com

LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required

Please contact the Regional Co-ordinator

Graham Falshaw

meredies@talktalk.net

OUT & ABOUT

N O R T H W E S T

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

The season is moving on at quite a pace, with a varied mix of events and shows completed in the last few weeks. The regular charity Peaks & Dales run into Derbyshire and surrounding areas on 16th June was quite a test for our cars and occupants, with plenty of narrow roads to be negotiated, but also plenty of great scenery to be enjoyed by the five Stags who joined in. A few our “happy camper” members also attended the Malvern Inter Club weekend and enjoyed taking part in this national event.

On Thursday 20th June, in response to a message on the SOC website, I took a trip out to Chadderton, to meet Barbara Collier who had always wanted to own a Stag but never actually managed to. By arrangements with her son, I planned the next best thing and took her out on a lovely sunny day for a drive around the moors and villages of Saddleworth. We had a lovely run out and Barbara was great company and very interested to hear about my car and its history. We both really enjoyed the opportunity of seeing the area from the top-down comfort of the Stag!

However, our days out have not been quite the same since hearing that our good friend Alan Phillips had passed away. Despite his failing health, with help from family and friends, he managed to get out to see us a few



times over the last few weeks, but finally lost his battle on 26th June. For the past ten years Alan has been one of the most active members in the area. His Stag, always in top order, having invested in much improvement over the years, well maintained, washed and polished, ready for anything. As well as local events, Alan enjoyed travelling further afield, including trips away for European meetings



and a couple of trips to Le Mans Classic with our group and other classic car friends. Of course, his car is not the main thing we will miss, because all his friends in the club will miss his enthusiasm and humour and our days out will be duller (and quieter!) without his company. Rest in Peace Alan, you will remain in our thoughts whenever we get together and we will continue to look for you in the rear view mirror and on the show fields.

Looking forward, we still have plenty of things lined up over the next few months. I will continue to keep you updated by email with all the latest news and developments. Give me a call if you would like to be included on our list.

Nick Rowland

DIARY DATES

August

- ✔ Sat/Sun 3/4th Hebden Bridge Vintage Weekend
- ✔ Sunday 11th Meeting at Rixton Community Hall 4.00pm.
- ✔ Sat/Sun 17/18th Tatton Park Classic & Retro show
- ✔ Sun/Mon 25/26th Capesthorpe Hall show
- ✔ Sun/Mon 25/26th Prestatyn Classic weekend

September

- Sunday 1st Arley Hall show
- Sunday 8th Meeting to be confirmed
- Sunday 8th Standard Triumph Day, Great Brit Car Journey
- Sunday 15th West Yorks visit to Piece Hall, Halifax.
- Wed/Mon 18/23rd Isle of Mann Festival of Motoring
- Sunday 22nd Walled Towns Run

October

- ✔ Sunday 13th Meeting to be confirmed or possible late season run out.
- ✔ Sat/Sun 26/27th Anson Engine Museum Steam Days to be confirmed.
- ✔ November Sunday 10th Meeting to be confirmed
- ✔ December Sunday 8th Meeting to be confirmed

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

<https://www.stag.org.uk/manchester-north-cheshire-area-home-page/>

Nick Rowland

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NORTH LANCASHIRE

Not so much to report this month, but, as I write this, we are building up to what has come to be the largest Stag gathering in the area, the Clwyd Practical Classics show at Caerwys.

The only two events I have attended since the last report were not attended by other S.O.C. members, but were events that Jo and I wanted to attend as they are nice venues. The first was on 16th June, at Lytham Green, right on the waterfront at Lytham, not far from the iconic windmill. Several hundred classics, including many modern ones, were present on a dry top-down day, with

all proceeds going to local charities. Only one other Stag there, not an S.O.C. member.

The second event was on 30th June, Fathers' Day, at Hoghton Tower near Preston. This was much better attended than the last time we were at this venue, and many of the cars were in the large sloping field that was used by Andrew Greenwood for his events some years ago. Only one other Stag that I did not recognise. Hood up today, as there were several light showers!

DIARY DATES

Remaining late-season shows below:

- ✔ Sunday 11th August Claremont Farm. I have booked an S.O.C. area.
- ✔ Sat/Sun 17th/18th August Tatton Park. Book via Judy Harrison
- ✔ Sun/Mon 25th/26th August Capesthorpe Hall. Book via Classic Shows
- ✔ Mon 26th August Prestatyn. Free to enter, book via website.
- ✔ Sun 1st September Arley Hall. Book via Great British Motor Shows.

Nigel Cross

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NORTH LANCASHIRE AREA WEBPAGE

<https://www.stag.org.uk/north-lancs-page-1/>

WEST LANCASHIRE

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NORTH WALES

Peter Tolhurst

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www.staghoodfactory.co.uk

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OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

WEST OF SCOTLAND

This year is flying by already, as I write this I can't believe its July and here in Scotland we are still waiting for summer to arrive, with people still reporting snow on the mountains we are beginning to doubt it ever will put in an appearance.

Our last show was at Moffat on the 29th & 30th of June and thankfully we can actually report a dry and sunny weekend, which for this show is very rare. The event is held over the 2 days with the main event on the Sunday. They always do a beautiful run on the Saturday which a few of us took advantage of. The run starts off in the show field with participants sent away in groups at 15 minute intervals into the town centre, we are then again sent off by a piper in controlled numbers to enjoy the run. The route is via the beautiful Talla Linn Foots Road which takes in The Megget Reservoir, St Marys Loch and the Grey Mares Tail Waterfall with some challenging hill climbs, twists and turns its a really enjoyable drive out. We had a great turnout on the Sunday show day with plenty of visitors to the stand which kept us very busy all day.

Our next show will be 13th & 14th July at Glamis which is a very large show with plenty to see and do.

Meetings continue to be held on the 1st Tuesday of each month at The Redhurst Hotel, everyone is welcome to come along for a natter.

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com



At the Moffat Show





NI Stags at Kilbroney

NORTHERN IRELAND

Despite having our wettest June on record and torrential rains in early July, we had favourable weather at Kilbroney on Saturday June 15th and again at Clontibret on Sunday July 7th. Numbers were, however, down, reflecting illness and early holidays in the membership and mechanical problems with the Stags. Never the less we flew the SOC flag and had seven cars at Kilbroney, and four at Clontibret.

Next Event: Moynalty Steam Threshing Festival, Sunday 11th August. Moynalty is close to Kells in Co.Meath One of the biggest vintage and veteran events in Ireland its become a regular in our calendar. See <http://moynaltysteamthreshing.ie> for further information.

Suggestions for other events/outings always welcome.

Brian Linden
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NI Stags at Clontibret

GRAMPIAN

This month we missed our meeting due to the fact that the bar was full of football supporters so we couldn't have a conversation. Shows are now happening almost every weekend. Unfortunately some have been spoiled by heavy rain. Where was this heat wave we were promised? One of the main shows was the R W Thomson Memorial Rally which celebrates the inventor of the pneumatic tyre. We have our Grampian Triumph event here with our own judging and trophy presentations. As always it was well attended.

Meetings are at the Leys Hotel, Main Road, Blackburn, AB21 OSS.

They are on the 3rd Wednesday of the month, at 8pm. All welcome.

Website: www.grampianstags.net

Alan Sharpe
 Tel: 01467 621189 alan.sharpe@btinternet.com

EAST OF SCOTLAND

Club nights continue to be held in the Hawes Inn at South Queensferry on the second Monday of the month, starting at around 8pm, at which all members are welcome.

John Lewthwaite
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OUT & ABOUT

SOUTH CENTRAL

COTSWOLDS

August Meeting Saturday 31st
Meet in the car park at Gupshill Manor,
Tewkesbury GL20 5SY at 1100 for a meandering
drive to The Hobnails, Little Washbourne GL20 8NQ.

An enjoyably busy June and a month for driving about,
with Carole and David covering over 1700 trouble free
miles on a Scottish tour which included the North Coast
500. Their only disappointment was wet weather - the
Stag was totally reliable! Mike and Hilary had similar
service from theirs on a Yorkshire tour: 650 miles, less
than a pint of oil used and up to 30 mpg

Closer to home a group of us had a great touring
weekend in Wales which hopefully is reported elsewhere.

John and Helen reported that the revived and much
revised Churchill Show which we have supported in the
past was a great success despite the high entry fee.
Only one Stag on display but at least the marque was
represented. John apparently spent some time 'selling' his
Jensen to Jeremy Clarkson and Lisa who both showed a
keen interest and surprisingly were previously unaware of
the show despite living nearby.

Jon and Angie represented us at the Triumph Picnic
which brought a good number of Standards and various
Triumphs together.

Many thanks to Reg, who has been heavily involved
with restoration of the Stroudwater Navigation Canal
and kindly hosted a visit to explain the huge amount
of previous and ongoing work. Built to link the rivers



Severn and Thames, one can only wonder at the scale
of engineering and hard manual labour in the original
construction. Subsequent cavalier builds of railways and
motorways which rendered the canal un-navigable have
been overcome with further clever engineering, but there
is still a 'missing mile'!

Another successful run-out for the June meeting after
a slightly chaotic start, as whilst gathering pre run John
and Teresa's Stag developed a small coolant leak. After
much rooting in boots and a dash home by Mike W. to
check stock, no replacement elbow was forthcoming.
Happily though a judicious relocation of the hose clip gave
temporary cure. No doubt disconcerted by the delay, our
start initially saw cars going in all directions but we soon
settled into scenic convoy with Mike and Caroline leading.
Lunch in a sunny pub garden saw discussion turn to travel
further afield, with Spain or Normandy being favorites - we
need a working party to assess options!

Highnam Court Family Day suffered reduced turnout
due to inclement weather, but five Cotswolds cars ventured
out to have an enjoyable day. And the gardens looked
lovely when the sun did break through!

Looking ahead now, August Bank Holiday will be
busy with Gloucester Goes Retro followed by Twyning
on Sunday and Pershore Plum Festival on Monday.
Stag presence is anticipated at Pershore but the other
events are down to personal choice. Details of Twyning
were vague at the time of writing so do check before
committing.



NEWENT CAR AND CLASSIC SHOW Sunday 1st September

Newent Rotary host this growing event at Newent Cricket Club, details of which may be found on newentcarandclassic.co.uk

Finally, if you seek a sound, original, low mileage two owner Stag there may still be one available in the Cotswolds Area. Do get in touch or look on the SOC website.

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

DIARY DATES

- ✔ Sunday 11th August Hook Norton Brewery classics meet and lunch
- ✔ Saturday 24th August Gloucester Goes Retro
- ✔ Sunday 25th August Twyning Classic Car Show
- ✔ Monday 26th August Pershore Plum Festival Classic Car Show
- ✔ Sunday 1st September Newent Car and Classic Show

COTSWOLD AREA WEBPAGE

<https://www.stag.org.uk/cotswolds-area-home-page/>

Rupert Klaiber

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THAMES VALLEY

A month with very little happening due to lack of responses coupled with some iffy weather and the fact that the holiday season is starting.

Two of us did however attend the Yattendon Classic Vehicle Day on 30th June and a very well run event it was as well, a really good selection of classics, modified and modern supercars were in attendance with the huge majority prepared to a high standard. We would recommend that this event is pencilled into your diaries for consideration next year, with a view to potentially having a Club stand.

Next scheduled event will be a run out to the Twyford Waterworks located near Winchester on August 4th, please contact me if you require further details and to

indicate your interest.

Our regular monthly meet is at the Shire Horse, Littlewick Green, nr Maidenhead on the second Tuesday of the month, if you fancy a bite to eat aim for arrival around 7pm however if you choose not to be eating feel free to arrive a little later.

Would be nice to see some new faces at the N&N so please come and meet the regulars and maybe offer some suggestions for future events, we are always open to ideas that may stimulate interest.

DIARY DATES

- ✔ Tuesday 9th July - Monthly N&N. Shire Horse, Littlewick Green.
- ✔ Sunday 4th August - Twyford Waterworks, Winchester.
- ✔ Tuesday 13th August - Monthly N&N. Shire Horse, Littlewick Green.
- ✔ Tuesday 10th September - Monthly N&N. Shire Horse, Littlewick Green.
- ✔ Tuesday 8th October - Monthly N&N, Shire Horse, Littlewick Green.

David Yapp

Mobile: 07970 059716 TVstags@hotmail.com

WILTSHIRE

Considering the recent weather and the holiday time of the year, we still had eight Stags turn out for our "Pride of Ownership" July meeting. It was especially great to see Chris bring his Stag along, and be able to report that Mary had come through her heart bypass operation and was now on the mend.

So after the initial exchange of niceties, each member was issued with a voting paper, perhaps a practice for the coming Thursday vote, but obviously more important.

Andrew with his red Stag with polished wire wheels took the award for the Best Stag of the Day, a theme from 2023, when Maurice, in his green Stag with polished wire wheels also won.

Awards also went to other members, best wheels Robin, best under bonnet Robin, best dashboard myself, best interior Ray and best boot interior Andrew.



The relevant awards were presented and photographed.



Carol and I attended the Inter Club International weekend, we went on the Sunday, which was a cold, dull, damp day, in total contrast to the previous days weather, this was reflected in the number of cars on the overall site resulting in no atmosphere. However I must congratulate Wiorcestershire SOC area on a superb welcoming stand, coffee and tea offered nearly before we parked up, in all I think there were about 20 Stags parked up. We toured the show ground, fortified with a bacon and sausage bap, some interesting TR concourse cars and a building half full of stalls, car related and not. Quite a few commercial parts stands, but very limited Stag parts on offer, although, on the Auto jumble, I did see two Stag diff hangers in very good condition at £110 each. There was also a very good gauge and identification plates stall on site. Jags, Morgan's (expected in Malvern), Farina's and MG's, were all well represented. For a show that cost £40 per person per day to attend (without club discount), we didn't think the Sunday was a brilliant advert for the Classic car community.

Unfortunately, we missed the Family day at Highnam court on the 6th, the weather was just not in keeping with a jaunt out in a convertible, especially as for the most part we would have been parked up in Highnam gardens, I hope their event was not impacted by the weather.

Unfortunately, John Garnett's Stag has had an argument with a 40 ton artic, and in his words, the artic won. Interestingly, RH insurance, although prompt to respond to John, indicated (from photo's only) that as it was an old car, they didn't think the parts would be available, therefore, unrepairable and that they would happily pay out the agreed value, and unless John indicated that he wanted the salvaged car back, they would arrange its disposal. Not the expected sympathetic response we would expect from our recommend Insurance provider (has the recent take overs (A- Plan, and subsequently Howard) had an impact). I'm happy to say that, when John challenged RH, they indicated that if John could find an acceptable quote from a recognised crash repair company, they would happily cooperate and pay the invoice. One interesting point, that if RH had paid out the agreed value,

the car's details with the DVLA would have been marked with a N or S marker, indicating either a cosmetic right off or a structural right off. This mark would stay with the car for the rest of its working life, and if the car was put up for sale, that marker, by law must be declared to the purchaser, even if its a private sale.

Our next organised outing as Wiltshire Stag Owners Club is a trip to the Boscombe Air Collection, meeting at the Rowdy Cow cafe, the visit will be followed by a Sunday lunch at the Bridge Inn Upper Woodford. Thanks to Nick Machin for organising.

Our August meeting will be a run out in the Stags, organised by John Goff, starting at the car park of Pewsham pub, Chippenham, SN15 3RU car park at 7pm, the run will end at a pub(somewhere in Wiltshire).

Details off all the our events and venues that we will be attending as Wiltshire SOC are included in our online 2024 Diary <https://www.stag.org.uk/wiltshire-area-welcome-page/wiltshire-soc-diary-2024/> this can be found on the Wiltshire Web page on the main SOC web site.

Please check our online diary as to where and when our monthly meeting will be, Sunday lunch meetings are becoming more popular during the winter months

You will need to log in using your Membership No and password

The Wiltshire Area SOC Club night April – November is held on the First Tuesday of the month from 8pm, at the The Milk Churn Pub, Melksham Wiltshire, SN12 6AD

All SOC Stags, Owners, Partners and Children are very welcome!

WILTSHIRE AREA WEBPAGE

<https://www.stag.org.uk/wiltshire-area-welcome-page/>

Glyn James

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SOLENT & NEW FOREST

Summer's here, and it's getting busy! We've had our first continental trip of the year for the group, with three couples journeying to Belgium, with a full report elsewhere in the magazine.

Our monthly run was a great success, unfortunately I missed out due to an injury, so organiser Phil kindly sent this report:

"Well the day finally arrived for our annual Rake Run and the weather gods played their part right from the start with sunny skies and the odd cloud to keep temperatures just about right for an open topped leisurely drive through the Hampshire, West Sussex and Surrey countryside. Sadly Ian had damaged his knee the day before so he and Steph were unable to join us and we all wish Ian a speedy recovery. We were looking forward to seeing Steph back out enjoying life in the Stag.

So, 11 cars met at the appointed time in Wickham Square, despite Graham checking out Botley Square first,



having printed out the run notes in miniature so they were totally unreadable! Of the 11 cars at the start, 8 were Stags which were joined by our guests for the day Chris & Debbie in their lovely 2.8i Capri. With engine rework still underway on his Stag, David joined us in his daily driver, and Peter provided photography services for the day in his Merc, ably assisted by Kieragh, Jack & Amelia.

All 11 of us set off on time and enjoyed an uneventful first leg of the run to our coffee/cake stop just across the border into West Sussex and in the South Downs National Park. The adjacent farm shop had just opened their "pick your own" service so the car park was rather busier than expected, but we managed to completely take over the overflow car park and line the Stags up together, but only after Jo managed to persuade a lady in a small car that she really didn't want to park right in the middle of our line-up! We were met by Debbie & Trevor Davis in their beautiful red Stag for their first SOC event so we had 9 Stags for part 2 of the run.

Roger was driving Tony's lovely Mallard Stag and regretted saying how wonderful it drove once he selected reverse and the car instantly stalled. We later discovered the car was actually trying to tell us something and all was revealed later in the day!

After much consumption of coffee, cake and other delights, we left the Tea Barn for part 2 of the run which was to include a Stag convoy through the Hindhead Tunnel. Jonathan's Stag complained at being started prematurely for the departure by refusing to restart for several minutes but talk of the tunnel persuaded it to play ball and off we went.

A delightful run along varied country roads took us to a very narrow single track lane where we were reminded of "that law" when we met several cars resulting in profuse apologies but they were all great and made way for us. The lane took us to a perfect long slip road onto the Southbound A3, a couple of miles North of the tunnel to give time for the convoy to be arranged. We waited at the end of the lane for Peter's phone call to confirm he was in position to photograph the convoy exiting the tunnel, and we were off, only to then filter into a long layby as the Mallard Stag took exception to the fast road and "failed to proceed"! Having checked that Roger had managed to

To view this video go to the Interactive version of the magazine on our website.



safely move into a small pull-in, and after getting word to Tony, it was decided the rest of us would continue as planned.

With some very nifty speed adjustment, around half way through the tunnel we managed to arrange the Stags in a convoy and two abreast with the Capri and David's daily driver providing a rolling roadblock behind us which is how we exited the tunnel, giving Peter the perfect shot from the road bridge at the first exit. As long as you don't zoom in, you can't see the angry faces of the drivers following!

The final stretch of the route saw a red John Cooper Mini go hurtling in the other direction which Jo & I knew was Tony in rescue mode. Shortly after arriving at Tony's Towers and settling down with our picnics, the Mallard Stag arrived safe & sound and we then realised what it was trying to tell us at the Tea Barn.....it simply wanted a drink of transmission fluid!

A fantastic day, we're already dreaming up something a bit different for the coffee stop next year so "watch this space"! "

Later in the month, we took up an invitation from the Wessex TR register to join them at their monthly get together at the Sir Walter Tyrrell pub in the New Forest. The weather was kind to us and six Stags arrived, roofs down, to meet with the wide variety of TR marks. Some

of us had a meal there, and we all enjoyed chatting to the owners and admiring their cars. Here's hoping we can all meet up again soon.

DIARY DATES

Our calendar can be found on our area page of the Club website, where it is constantly updated.

✚ If you wish to come to one of our monthly meetings, we meet at 8pm on the first Monday of the month at the Empress of Blandings pub, Romsey Road, Copythorne, SO40 2PF,

SOLENT & NEW FOREST AREA WEBPAGE

<https://www.stag.org.uk/home-2/>

Ian Knight

Mob: 0790 4022781 ianknight.stag@gmail.com



On Saturday 29th June we had a nice little collection of 7 Stags together at the Bloxham Steam Rally. We were very lucky again and had a lovely sunny day. It was my first time at this show and I was really surprised at the size of the event. The classic car presence was actually quite small (I'm going to guess less than 100) and unsurprisingly, given the name, it was all about the steam engines. There was a huge selection of steam powered vehicles of various sizes and uses and some really beautiful examples of machinery. There was music, food trucks, craft stalls, bungee jumping, and many other attractions. Later in the afternoon there was a parade of the classic cars around the central arena and it was great that our little bunch of Stags led the parade!! (more luck than anything) It's a really great show and I can highly recommend it.

DIARY DATES

✚ Our next meeting will be on Thursday 25th July at The Chequers, Weston-on-the-Green.

Gary Witchalls

Tel: 01865 872443 Mobile: 07968 034191

oxford@stag.org.uk

OXFORD

At long last, we actually had some sunshine for our July meeting! It had the desired effect and on Thursday 27th June there were 9 Stags in attendance.....much more than any we had had for many months. As a result, there was a fair chunk of the evening with members staying in the car park and chatting about our Stags, and isn't that what it's all about!

We also welcomed two other Oxford area members, who had not previously attended, Adie King and Graham Welsh and also Graham's son Zac.

The way that the pub had (or hadn't!) arranged the tables meant that we were a little separated, so not much club talk this month. We did however discuss the plans for the Bloxham Steam Rally, which was two days later (more to follow). Richard Green (Jnr) gave a brief update on progress with our new website and it is hope this will be up and available to view in the not-too-distant future.



OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:
Steve Kiefer schkiefer@aol.com
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SURREY

June has been another busy month, firstly our trip out to Chichester Marina, myself and some of the other members met at Newlands Corner near Dorking Surrey, after chatting for half an hour we set off to the A3 and on to our next meeting point Liphook Services where we met the other members joining us for the convoy to Chichester Marina. We managed to stay together for most of the trip but it not easy as most of you know trying to keep everyone together. Arriving at the Marina it seems we were one missing we tried phoning but no reply, they turned up half an hour later it seems the Sat Nav took them the wrong way. There were I think twelve stags and one Mercedes in the car park.

We all went to the cafe for tea, coffee, sandwiches, cake, sausage rolls there was something for everyone and it was all good. Walking around the part of the Marina that was accessible to the public there were some impressive boats to see, We stayed for a couple of hours then said our goodbyes to leave the car park before our time was up having checked our tickets in the lower car park we only had a couple of minutes to get to the barrier but before we got to the barrier our time had run out so we had to pay. A great day out with great people, looking forwards to the next outing.

Our monthly meeting at the Fairmile was a little different this time, arriving at the pub the field we park on was full of Austin Morris Westminster's there must have a hundred of them have never seen so many, we did manage to squeeze onto the field but it was a bit cramped. Most



Keith at the BBQ

of us wandered around the cars and I must say there were some really nice ones but having talked to our members about the Westminster's we came to the conclusion that they don't come close to our Stags.

At our AGM in January one of our newest members came over to me and suggested we have a BBQ at their house later in the year, so over the next few months it all



At Chichester Marina



The BBQ at Keith and Caroline's

came together and we said the 23rd June would be good. The week before the BBQ Christine (my wife) and myself went to the house to meet with Keith and Caroline to decide where to put the gazebo and park the cars, after walking around the extensive grounds it was decided to have the gazebo on the lawn between the house and the lake and park the cars in the field next to us. On the day Matt and myself got there early to put up the gazebo which was needed because again the sun was shining and it was going to be a very warm day. A little later the members were turning up bringing all sorts of goodies, cheese, cakes, fresh fruit cake, crisps, no one was going to be hungry. Keith and Caroline bought everything for the BBQ there were burgers, sausages, chicken legs, enough food for a small army. It was a perfect day, one of our members came over to me and suggested I stand down as co-ordinator because there was nothing to top the day, it couldn't get any better, but I shall keep going for a while longer. We would all like to thank Keith and Caroline for inviting us to their beautiful home and for their hospitality a perfect day.

DIARY DATES

- ✔ Cranleigh Show 11th August
- ✔ Capel Show 17th August
- ✔ 19th August Meeting at the Fairmile from 7pm
- ✔ September 6-9th Warners weekend to Warwickshire
- ✔ 23rd September Meeting at the Fairmile from 7pm

SURREY AREA WEBPAGE

<https://www.stag.org.uk/welcome-to-surry-stag-owners-club/>

Gary Sorfleet & Matt Gravett
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KENT

We had a good turnout of members on Mon 12 July at the Dog & Bear Hotel, Lenham to get organised for the National Weekend. Thank you to everyone who volunteered to assist with various roles and tasks over the weekend. Also, a big thank you to all members who donated raffle prizes for the charity Kinfest.

The August magazine will go to press before the National weekend and the Brands Hatch Superprix, but at the time of writing, the weather forecast is looking good, and we are as prepared as we can be to host a great event here in Kent.

Our next Kent area meeting is on 12 August at the Dog & Bear, and it will be the clean car competition to be held in the hotel car park. So get cleaning and polishing and lets have a bumper turnout.

The next Dinner meeting will be on Thursday 22 August 2024. Mike Allen will be in touch by email to notify you of location, timings, and pre-orders.

KENT AREA WEBPAGE

<https://www.stag.org.uk/members-area/uk-area-websites/kent-area-home-page/>

Howard Gilbert
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SOUTH EAST LONDON

Chris Skinner (Coordinator):

After many great reports from Dave Hoskin, we've decided to give him a month off from his duties as "Mag Report Man" and instead give you the ramblings of not one, but 3 South East London members. Below are two write ups from members, Neil Reddin and Dave Jarvis.

As detailed in the coming reports we went to the Northiam Bonfire Society Car Show this month. It was the first time we had attended the event but one we will likely attend again. Personally, I felt like it was a welcome return to an older style of show, with lots of stalls and local products, a relaxed feel and most importantly, no entry fee!

As I haven't written anything in the mag for a while, I'm going to finish my bit off with a thank you to all the members of South East London who have chipped in with running the area recently. Garry Porter has taken on the role of "Spond" management. Spond is a new app we have been using to help members keep track of what events are on within the group. Mike Cobley has been booking our evening meals which are now every 2 months rather than



The Northiam Bonfire Society Car Show

monthly. Dave Hoskin has been writing these reports every month, which no offence readers, is a job I was more than happy to delegate! Mike Huber has of course been doing a great job as deputy and we now have Neil and Dave J contributing for this months mag. All help from members is greatly appreciated.

Neil Reddin (Member):

Despite the absence of our usual big June event - the Bromley Pageant of Motoring (insert regular moan about ULEZ here) - we have instead been visiting some new (to us) and further flung events, both in neighbouring East Sussex - with a nod to our friends in that branch who allowed us passage without the need of passports! First was the Senlac Classic Car show in Rye on the 16th, followed the next weekend by the Northiam Bonfire Society Classic Car show, which was a part of Northiam village's main summer event and well attended by a good variety of cars. Wet weather on the morning stymied two of our number with a hood issue and a failure to start, but in the end eight of us gave the underside of our Stags a natural wash down the A21 and the gazebo did its job once there, with a local Sussex member also joining our line-up. A very welcoming show with the organisers seeming to go out of their way to thank us for coming (only a voluntary donation had been requested for attending) which was refreshing at a time when some shows seem to regard classic car attendees as just another source of revenue.

This was all in addition to the usual popular breakfast meets which seem to have established their own rhythm in the calendar and of course our own regular N&N at the Bo Peep, where we were pleased to see Roger after some absence and welcomed new member David (not another one!) By the time you read this we'll have taken part in the National Day at Brands Hatch (almost 'just down the road' for quite a few of us). And coming up will be the Patina

Show at Lullingstone Castle on the 4th August.

Dave Jarvis (Member):

Hi, I'm DJ1 of the two DJs that grace the south east London 'chapter' of the SOC. I've been charged with writing this months report, so here goes. Well it's been very wet which has put a slight dampener on proceedings. However we ploughed on regardless during this typical British summer weather, in our typical British classic cars. The one event I attended recently was the Northiam bonfire society classic car and vehicle show. This was a smallish event, more like a village fete really. The people were very friendly and on arrival I was thanked for coming three times before I had even parked up. There was a nice selection of vehicles, a pretty decent band played to us all, plus the beer tent was very acceptable. We did have to venture outside the event for some scran though, to avoid queues at the only burger joint on site. Comments were made on the straight and orderly way our stags were parked. What else could one ask for.

In other news we welcomed yet another Dave to our flock at this months Bo pPeep monthly meet, which was well attended.

Dave Jarvis number one

DIARY DATES

- ✔ August 1st 7:30pm - Monthly Meet at the Bo Peep (BR6 7QL)
- ✔ August 4th - Patina Show
- ✔ August 18th - Classics at Penshurst 2024
- ✔ Sept 5th 7:30pm - Monthly Meet at the Bo Peep (CLASHES WITH Isle OF WIGHT TRIP)
- ✔ Sept 5th to 9th - Isle of Wight Trip
- ✔ October 3rd 7:30pm - Monthly Meet at the Bo Peep

Chris Skinner

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EAST SUSSEX

A busy time for club members with lots of activities around the region.

The Rotary Club of Senlac's 29th Classic Car Show and Country Fayre held on Father's Day. Rick and Elissa attended the show. The second year it has been held at the Rye Rugby Club. Definitely more visitors and exhibitors than last year. The sun shone and there were an eclectic mix of cars and motorcycles. The only disappointment was the burger van ran out of bacon before 10.30 am - so no bacon butties for breakfast.

Boat Trip on the Wey and Arun Canal 19th June organised by Pete and Marion. Marion's report: "We met at the Green Man, Ringmer, it was a cold & cloudy day but turned out beautiful later when we got to the canal. We picked a couple up from Falmer then into Worthing to meet another 3 cars. We then had a lovely drive in the countryside over the Bostal with beautiful views and into Steyning. Then onto Washington through the lanes, Billingshurst and into Loxwood. We took a picnic on the boat, tea & coffee was provided and had a lovely time getting to know everyone whilst going through 2 locks! On our return we sat in the garden of the Onslow Arms right by the side of the canal for drinks, chats in the lovely sunshine.

The Broyle country show on 30th June. Richard's report. Members of both the East and West Sussex areas met up at in the Green Man pub carpark to travel together to the show held outside Ringmer, near Lewes. We were fourteen Stags and the biggest car club there.

It's a family show with lots of exhibits including pre-war motor bikes, classic cars, steam engines, tractors,

stationery engines and various displays.

The show ground was large enough to put up two gazebos side by side. Most people brought a picnic so there was plenty of cover when the weather got windy and cooler after lunch.

Tim entered his dog Sofie in the Dog Show and was delighted when she won first prize in the category 'Most Beautiful Girl'. A few of us had a look round a bus beautifully converted into a mobile home and on sale for the princely sum of £49,000. Various friends and acquaintances popped by to say hello and it was a very enjoyable day. We missed Bryan and Sylvia who couldn't be with us. Hopefully Bryan will be fully fit soon and back to spoiling us with his tea trolley and Sylvia's cake stand.

Meanwhile, as we go to press, excitement is building for the SOC National event in July.

And finally... We join John Sanderson singing 'Happy Birthday' to his Stag – it was 'born' on Friday, 31 May, 1974! Many Happy Returns!

DIARY DATES

- ✔ Gosport Sailing Club 27th July
- ✔ Sussex Stags on Tour in Wales 9th– 12th August
- ✔ Breakfast meeting: 17th August, Green Man pub, Ringmer
- ✔ Hellingly Festival of Transport 24 August
- ✔ Bexhill 100 Classic and Custom car show 26th August
Sandy Gent on behalf of Bryan Gregory

EAST SUSSEX AREA WEBPAGE

<https://www.stag.org.uk/east-sussex-area-home-page-2/>

Bryan Gregory

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WEST SUSSEX

We planned a breakfast meeting at Tottington Manor in June and we were going to have a run out afterwards. We had breakfast on the terrace decking and it as such a lovely day that we ended up staying there to 2.30pm and we cancelled the run.

We then met up with E. Sussex area at the Broyle Country Show. This was a good show and nice to meet up with our neighbours. Being a friendly bunch we even offered to bump start an old London Bus !

Our clubnight in July was again held on the terrace on a warm Summer evening. Not really a good idea as nobody could hear anything said.

DIARY DATES

August

- ✔ 4 Goodwood, Classic Car Breakfast meet.
- ✔ 6 Club Night at Tottington Manor ,Edburton, Henfield BN5 9LJ from 8.00pm
- ✔ 11 Cranleigh Car Show (book on line)
- ✔ 17 Capel Car Show
- ✔ 24 Barns Green Classic Vehicle meet
- ✔ 26 Brands Brittainia, Brands Hatch



September

- ✔ 3 Club Night at Tottington Manor Edburton, Henfield. BN5 9LJ From 8.00pm

WEST SUSSEX AREA WEBPAGE

<https://www.stag.org.uk/west-sussex-area-homepage/>

Bob Heritage

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OUT & ABOUT

SOUTH WEST ENGLAND AND WALES

Regional Co-ordinator:

DEVON

Members have been far and wide with their Stags this June. Bill and Jean spent a wonderful 9 weeks touring Spain which they said was a dream. The car didn't miss a beat until it returned to England when it had to be recovered from Newton Abbot! Luckily their son Jamie was able to fix it - alternator problem I understand.

David Taylor has been on the Isle of Man enjoying the lovely scenery and culture. There were hundreds of scooters there - he likened it to being surrounded by a swarm of wasps that were interested in the Stag and quite complementary about it!

A few shows were attended in June. Totnes Rotary Classic Show took place once more thanks to volunteers from the Devon SOC who rallied to the call of help stewarding the show. Many thanks especially to John and Lesley Curtis for taking the lead, Charlie and Lesley Gallier and all the others who volunteered to help. This is always a lovely show. Unfortunately we were on holiday so could not attend.

Peter Turgoose, Dave Taylor and Sue and John Franklin attended Darts Farm Classic Car Show. Again a nice local show with shopping!

Several Devon SOC members made the journey to the Inter Club International at Malvern. Those who travelled on the Thursday had an easier trip, with some on Friday taking in excess of 7 hours due to problems on the M5. John & Mat Richardson and John & Teresa Sawyer joined the cars on the SOC stand. Sue & John Franklin had



At the Staverton Show

'Frugal' on the TSSC stand. Incredibly on the Sunday, Sue met up with Tim Ashworth who had owned FRU 149 L around 30 years ago. He was astounded to see the car again, bringing back many memories of family trips way back. It was an amazing show, supported not just by many various Triumph Clubs, but also by MG Clubs, Aston Owners, Standards and MX5 Clubs amongst 26 exhibiting clubs. The vibe was laid back and friendly and it seems that this is the way to go with Club shows, as the addition of other Clubs swells the numbers, not only of exhibitors but also public. Sue's 'job' for the weekend was judging the best dressed in period 1940s wear, a tribute to the 80th anniversary of D Day. Amongst the winners were Shaun Beavon & Brenda, now in Wales, but previously Devon members.

Below are a few dates for your diary. Sadly no Noggin and Natter in August as no one volunteered after my appeal for someone to organise something.

Bye for now, Claire



DIARY DATES

- ✔ Sunday 4 August. Visit to Paignton Zoo. Bring the family if you wish. Names to Sue Franklin.
- ✔ Wednesday 7 August. North Devon Show
- ✔ Thursday 8 August. Okehampton Show
- ✔ Sunday 11 August. Exmouth Classic Car Show in Aid of Devon Air Ambulance. Free entry for classic cars. Just turn up.
- ✔ Thursday 15 August. Chagford Show.
- ✔ Saturday 17 August. Christow Show.
- ✔ Sunday 18 August. We have kindly been invited to Steve and Sallys again to their home in Kingskerswell for something to eat, relax in the garden and if you are up for it, a swim in their lovely pool. 1300hrs. Please book with me so they know how many to cater for.
- ✔ Sunday 18 August. River P4 Charity Classic Car Show at Buckfastleigh Railway.
- ✔ Thursday 22 August. Holsworthy Show.
- ✔ Sunday 25 August. Aveton Gifford Classic Car Show.
- ✔ Monday 26 August. Classic Car Meet at Trago Mills. 0900-1400. Entry £2 to charity.
- ✔ Thursday 5 September. Joint with TSSC Noggin and Natter at the Crealock Arms, North Devon. 1900 hrs.
- ✔ Saturday 7 September. Kingsbridge Show.
- ✔ Sunday 8 September. Lyneham House Classic Car Show.
- ✔ Wednesday 11 September Noggin and Natter at The Hunting Lodge. Thanks Andy Moss

DEVON AREA WEBPAGE

<https://www.stag.org.uk/devon-home-page/>

Claire Purser

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CORNWALL

St Anthony's Head and picnic lunch – Sunday July 7th.

One carmine and three white Stags met in Trellisick car park on Sunday 7th to begin our run, which we started by crossing the beautiful River Fal on the King Harry Ferry before making our way to Tregairewoon Farm Kitchen for a superb breakfast.

Mike and Sue then again led the way to our destination, St Anthony Head, on a run which ticked all of the Stag run requirements; lovely scenery and narrow roads with grass down the middle.

The weather at St Anthony was perfect and we sat and admired the stunning sea and coastal views before some of us went to walk part of the coastal footpath. As we returned to the rest of the group, a guided tour was just about to start so, luckily, those who wished to were able to join in!

A lovely end to the day was a visit to Sue and Mike's caravan, a 10 minute drive away, for tea and cake. Many thanks to them both for organising a great day out and for their hospitality.



Christmas dinner at the Penmorvah Hotel - Saturday 14th December Penjerrick Hill, Budock Water, Falmouth, Cornwall, TR11 5ED – 01326 250277 Kate Humphries

The plan is to arrive at 6.45pm for a 7.30pm dinner. For anyone wanting accommodation we have special rates of £109.00 per night for a standard room, or £129.00 per night for a larger room. The price is based on two guests sharing and includes full Cornish breakfast. Please book direct with the hotel

I require a deposit of £10.00 per person to confirm your booking please, ideally sooner rather than later then I can confirm outline numbers.

Please transfer the deposit to:

M Colton-Taylor. Contact me for the bank details

Carnhell Green Charity Vintage Rally TR13 9TQ

Saturday, 10th August, 2024

This is our August meeting. I haven't been before, but it has a very good reputation.

DIARY DATES

- ✔ September 1st - Finch Foundry National Trust. The last working water powered forge in England
- ✔ October 6th - Charlestown Harbour. Unesco World Heritage site.
- ✔ November 3rd - Hawkin's vintage motorcycle museum. St Stephen. PL26 7LB
- ✔ December 14th - Christmas dinner. Penmorvah Manor Hotel TR11 5ED.
- ✔ January 5th 2025 - AGM Probus Village Hall
- ✔ February 2nd 2025 - Country Skittles, Townshend. TR27 6ER

Best regards Mark

Mark Colton-Taylor
07900 982762 cornwall@stag.org.uk



Assembling for our evening run

SOUTH WALES

Two shows and an evening drive to report this month. The action started on Sunday 9th June where we met at Magor Services for the half hour drive to Highnam Court Show near Gloucester.

The weather was dry and we had a pleasant drive to Highnam. On site we met up with Kevin and Ann Marie who had travelled from Bristol and we set up “camp” at the far end of the estate next to one of the lakes. I am very grateful to those who helped during the day, particularly the chefs!! This is a superb location for a car show and a fantastic range of cars to delight the enthusiast. They also have appropriate sculptures, see the Stag sculpture on the photograph attached. I thought we might have been “out of it”, in the location we were in, however, we had lots



of interest in our cars and a few serious enquiries about buying a Stag. No such luck with Andrew’s Aston, although he did have a few “tyre kickers”.

Kelvin always brings two of his cars to our car show, yes! He invites his friends to ferry part of his fleet to the shows we attend. At Highnam he brought his Skoda VRS WRC driven by his friend Ian. Kelvin I am pleased to say was driving his newly acquired Magenta Stag.

Tuesday 2nd July had been a lovely sunny day and our scheduled “Evening Drive” was looking good. We had 10 cars assembled at the boating lake in Cwmbran and 9 went on the actual run itself. It was a fabulous drive through the mountains to the 900 year old pub called the “Skirrid Inn” Llanvihangel Crucorney, near Abergavenny. A fabulous pub with much character as you would expect. Ghosts are rumoured to roam the pub at night. The journey to get there gave breathtaking views. The picture attached showed the cars and participants before we set out.

Six Stags met at the Boating Lake Cwmbran to travel in convoy to the Hogs Head for their Annual Car Show. The weather was mixed during the day and it was lucky we had the gazebo to shelter for some of the time. In the afternoon the sun came out and people started dropping the roof on their car and, as soon as this happened more people started looking at the cars much more closely. Once again thanks to Cherry who provided the group with their bacon butties.

We welcome all club members in the South Wales Area or further afield. We keep in touch by email and whatsapp. If for some reason you are not on the circulation list please contact me. We meet every month on the first Tuesday at 8pm, however in the summer, the time changes to 7pm so that we can have one of our evening drives, one way or another we end up at a pub for light refreshment!!

DIARY DATES

- ☛ Sun 14th July BBQ/ Hog Roast at the Orchards Bob, Cherry & outside caterers
- ☛ Sat 20th July Sherborne Castle Classic Car Show Kelvin
- ☛ Sun 21st July Sherborne Castle Classic Car Show Kelvin
- ☛ Sun 28th July Brynmawr Street Car Show Terry D
- ☛ Tues 6th Aug 5th Evening Drive Julian H
- ☛ Sun 18th Aug Sunday Lunch Run Ian & Linda R
- ☛ Sun 25th Aug Gloucester Goes Retro Individual entry

SOUTH WALES AREA WEBPAGE

<https://www.stag.org.uk/south-wales-area-home-page/>

Colin Evans

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WEST WALES

It was a grey and chilly evening on Tuesday 11th June when a small but select gathering of four Stags (six people) met up in the car park of Morrisons in Haverfordwest for our June evening drive and N&N. It was especially good to welcome Carol Rowland, the wife of our recently departed and much missed Regional Coordinator and Deputy Coordinator of our WW Area, Paul Rowland, together with Carol's son, Rhydian, who both joined us in Paul's Stag. I am sure that Paul would be delighted that Carol and Rhydian are continuing to use his beloved car and to maintain the connections with the Club, and the WW and SWW Areas in particular.

Having met at 6.30pm, we departed at 6.45pm for what was to be a slightly longer drive than usual. We took a fairly straightforward, but scenic route from Haverfordwest northwards over the Preseli Hills in north Pembrokeshire towards Cardigan. We stopped for a photo opportunity on the top of the Preselis, but the somewhat overcast evening slightly spoiled what would have been a spectacular panoramic view over most of the county of Pembrokeshire. It was quite cold and breezy at this point,

and as we were starting to feel hungry, we pressed on for the rest of our journey northwards to Cardigan, and then a little further north to Gwbert on the Teifi estuary overlooking Cardigan Bay. Our destination for food was at the Flat Rock Bistro in Gwbert, arriving at just before 8.00pm, where we had an excellent meal. However, having arrived so 'late' in the evening, we were not offered the option of a dessert menu and the staff were clearing the tables and setting up for breakfast before we had finished our meal! So, taking the 'not-so-subtle hint', we settled our bills and set off for our homeward journey just after 9.00pm. Despite this minor issue, it was altogether a very enjoyable evening in some excellent company.

The rest of June was a fairly quiet month for the WW Area. I attended the Inter-Club International Weekend at Malvern on the 28th - 30th June, but I took my VW campervan rather than my Stag. However, it was good to meet up with some friends from the SOC over the weekend.

Our next evening drive and N&N for July was held just last night (9th July). This time we had a slightly shorter drive after our longer run in June. Again, a select gathering of four Stags (five people) met at Morrisons car park in Haverfordwest, and took a scenic drive to Broad Haven and then along the spectacular coastal road to Newgale, and on to St Davids. Our destination for food this time was at The Grove Hotel, St Davids, where we had an excellent meal, and were made very welcome by the friendly staff who took a keen interest in our Stags.

Some of us are now looking forward to the forthcoming classic car show at Llandeilo this coming Sunday 14th July. Potentially we have two Stags from the WW area meeting up with two or three from the SWW area for the day. Hopefully we'll get some photos for the next magazine.

For our August meeting and evening drive on Tuesday 13th August, we are thinking of taking a route around the Towy Valley area around Pontargothi. Please get in touch with me nearer to the time for details of when and where we will be meeting.

The West Wales Area usually meets for our N&N on the second Tuesday of the month, at various venues, and in



the summer months we plan an evening drive, ending at a suitable venue for food and socialising. Please get in touch with me for details of when and where we are meeting, or the venue for our N&N.

We also have a WhatsApp group for the West Wales area, so that we can keep in touch with updates, news, and general chat between area members. Please let me know if you would like to be added to this WhatsApp group.

DIARY DATES

- ✔ Sat. 10 Aug Aberaeron Vintage Show Llanerchaeron
- ✔ Sun. 11th Aug. Classic Car Display Folly Farm, Begelly
- ✔ Tues. 13 Aug Evening Drive and N&N destination tba
- ✔ Sun. 1st Sept. Paul Sartori Classic Car Run Pembrokeshire
- ✔ Tues. 10 Sept. Evening Drive and N&N destination tba
- ✔ Sat/Sun 28/29 Sept Pontarddulais Vintage Show Pembrorey
- ✔ Tues. 8 Oct. Evening Drive and N&N destination tba
- ✔ Tues. 12 Nov. Natter & Noggin venue tba
- ✔ Tues. 10. Dec. Natter & Noggin venue tba

Nick Cale

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Saturday morning car meet at Sturminster Newton

with soldered wiring loom. This meant removing the wiring loom from the steering column, which meant removing the wiring harness channel, which meant removing the steering column adjustment clamp, which meant removing the clamp lever. Anyone else know about the roll pin to stop the adjustment clamp lever coming out. Nothing in the ROM or parts book, but a search on the forum provided some good info and pictures that showed me the way. Meanwhile I discovered the master light switch had loose connections so a replacement was required. I then discovered the wiring modifications that had been carried out to the ignition switch circuit when an immobiliser had been fitted, which I had to incorporate into the new switch.

At the same time I thought I should investigate a leak from my radiator which had been impossible to find. Out came the radiator, down to the rad repair shop who discovered two small leaks, soldered them and I re-fitted it.

Eventually everything was back in place and after a good run out to get temperature and pressure up, it appears to be functioning in time for attending National Day.

My run out was to the monthly Saturday meeting at Sturminster Newton where I met up with three other Stagers, two in Stags and one in their other classic, good

SOMERSET / DORSET

Last month was a very quiet time as we did not have any organised runs or events planned.

I also did not use my Stag much during July due to holiday and having a couple of items to sort out on it. The steering lock was becoming increasingly obstinate in releasing and the ignition switch was sometimes failing to work so things that needed to be fixed. It all seemed so easy until I had to remove the shear bolts on the steering lock and remove the ignition switch complete



The Uplyme Fete



At Southgate overlooking the Bristol Channel

to see Tim, Rob and Nick & Alice. Hope you all managed to get home without getting too wet.

Pete Dennis reported he was out and about again braving the horrendous weekend weather with hood up, hood down, hood up decisions and visited the Uplyme Fete on Saturday (three Stags present) and car meet at Portesham (two Stags present).

Please note our next two N&Ns in August and September will be on the first Wednesday of the month, so Wednesday August 7th and Wednesday September 4th.

DIARY DATES

Note that August and September N&Ns will be on the first Wednesday of the month. After that monthly evening N&Ns will be back to the second Wednesday of the month from approx 8:00pm at The Lime Kiln Inn, Long Sutton, on the A372. . Please check with Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.

- ✔ Sat/Sun Aug 4th – West Somerset Railway Rally, Norton Fitzwarren.
- ✔ Wed Aug 7th - N&N at the Lime Kiln Inn.
- ✔ Sun ?? Aug – Kens Mystery Tour.
- ✔ Wed Sep 4th - N&N at the Lime Kiln Inn.

Garry Martin

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write up is The Pembrokeshire Classic Car Show held at Carew Airfield on 1st June. We joined forces with West Wales for this as we did last year funnily enough I failed to get the Stag to this last year and that was the same this year due to being unwell but thankfully now on the mend, perhaps next year I will get there (third time lucky) This is a large show with about 400 vehicles and with plenty auto jumble stalls. Unfortunately I was unable to attend this due to an illness which I am slowly recovering from. We had a club stand with 5 Stags on the stand a further two Stags were on the field but could not get onto our stand for the show. I have been told that the show was very good and a lot of interest in the cars and club. There were plenty of visitors and the weather was excellent. The SWW N&N was held on 19th June with a drive of 30 miles around Gower. Photos were taken at Southgate and looked out over the Bristol Channel and due to the clear weather you could see over to Ilfracombe. From Southgate we went over Cefn Bryn the highest point on Gower. The view from the top is spectacular but the car parking is awful. Its an unmade surface and very very pitted and rough and not the place to take a Stag. Apparently its Council policy to leave the surface as it is to deter cars from parking???? And Gower is a holiday destination. We hope to go to The Classic Car Show in Llandeilo on 14th July but here we will attend as individuals not as a club.

Clive Perman

DIARY DATES

- ✔ Llandeilo Classic Car Show 14th July 2024
- ✔ N&N & Drive 17th July 2024
- ✔ Skewen Classic Car Show 14th August 2024

Clive Perman

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SOUTH WEST WALES

The South West Wales group meet on the third Wednesday the month. From May we normally have an evening run with a normal meeting place at junction 47 M4. Should anyone like to join us you would be very welcome but please contact me to check the meeting place and time in case it has changed. This year we have decided that through the winter we will not have a single venue but will try different places. If anyone would like to join us over the winter, please contact me first so that I can inform them of the venue. The first thing in this

BRISTOL

New Co-ordinator required

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YOUR CLUB NEEDS YOU AREA CO-ORDINATORS – WHAT'S INVOLVED?

Ever thought of becoming an SOC Area Co-ordinator, but been put off by all that might be expected of you?

Well here is the minimum effort version of what you can get away with.

1. Organise a monthly meeting, this will probably involve going to a pub and eating, drinking and talking. See not too bad so far.
2. Be a point of contact – answer phone calls, respond to emails etc
3. Delegate

The last one is probably the most useful, hopefully there will be members in your area who will be willing to organise a run out or something, but on a one off basis.

Writing the monthly report for the magazine, this can vary from nothing to pages and pictures although details of the monthly meeting is helpful. Again, the mantra - **DELEGATE**



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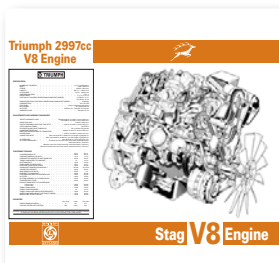
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The Solent and New Forest Area on parade through the Hindhead Tunnel on the A3