



STAG OWNERS CLUB

ISSUE 490 FEBRUARY 2024



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NATIONAL DAY 2024 / NEC CLASSIC CAR SHOW
AGM REPORTS / STAG ARCHIVE
KNOW YOUR STAG / TONY HART REMEMBERED

STAG OWNERS CLUB

HONORARY POSITIONS

President: Lesley Phillips

Past President: 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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Lesley Phillips

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Modified Stag Co-ordinator

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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 £32 or £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.

Shows Equipment

Rod Scholey organises storage and collection of show equipment.

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

Happy New Year to you all, I'm sure that this year will be as busy as the last with lots of Stag related activities.

Preparations for the National Day are already well advanced and we are now just waiting for Brands Hatch to release tickets for the day. Should be any time now. If you are thinking of attending, please don't leave it too late to book hotels and the meal options. Bookings are coming in thick and fast at the moment.

Last year we lost our founder member, Tony Hart. He will be sorely missed by all who knew him, which includes a large proportion of this club.

Several pages in this magazine have been devoted to Tony Hart and what he has achieved with the club

Last year, it was decided that we would change the advertising in the magazine, in order to maximise space and content. To that, and the maximum size we will take is a half page. However, not all advertisers has provided new artwork for this so there's a bit of a shortage of adverts this month. Hopefully this will improve quite quickly.

Also all the classified advertising is now only on the website, Cars for sale, Parts for sale and also the wanted ads.

I'm sure lots of you will remember Chris Liles' "Thought of the Month" which has not appeared in the magazine for quite awhile. However we have a new contributor. Rupert Klaiber of the Cotswolds area has taken up the mantle so please have a look at his contribution on page 29. I'm sure he will provide many thought-provoking comments and observations in the forthcoming months.

Carl Fuss

ISSUE 490 FEBRUARY 2024

Front Cover:

Pic by Rupert Klaiber

Back Cover:

Pic by Kevin Mellor



Published by the Stag Owners Club. © Stag Owners Club 2024.

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The Old Rectory, Aslacton, Norfolk NR15 2JN Tel: 01379 677735

General enquiries: Tel. 01379 677735

Designed and printed by The Lavenham Press Ltd.

WELCOME

NEW MEMBERS

Mr. S.Aburrow	Cambridgeshire	Ms. J.Paige	Hampshire	Mr. C.Dumbleton	Cheshire
Mr. M.Bate	West Yorkshire	Mr. C.Mould	South Yorkshire	Mr. N.Corbett	West Midlands
Mr. K.Timmins	West Midlands	Mr. K.Burrett	West Yorkshire	Mr. S.Williams	France
Mr. P.Strange	Devon	Mr. M.Bulbeck	Kent	Mr. K.Titley	West Midlands
Mr. P.Wilkinson	Bishop Auckland	Mr. M.Warren	London	Mr. A.Van Vuuren	Australia
Mr. B.Davies	Hertfordshire	Mr. I.Jackson	Essex	Mr. M.Parry	Northamptonshire
Mr. T.Orchard	Suffolk	Mr. M.Allmark	Staffordshire	Mr. C.Priestley	Lincoln
Mr. J.Escalera	Surrey	Mr. P.Holdsworth	Hampshire	Mr. J.George	Somerset
Mr. J.Nejman	USA	Mr. D.Treadwell	Lincolnshire	Mr. J.Pearce	Bucks
Mr. M.Brennan	Essex	Mr. S.Ashley	Gloucester	Mr. R.Jones	Nottinghamshire
Mr. H.Fast	Canada	Ms. M.Collis	Derbyshire	Mr. L.Philip	Strathclyde
Mr. P.Thompson	Pembroke	Mr. A.Simmons	West Yorkshire	Mr. K.J.Harrington	Surrey
Mr. R.Hathaway	Stourbridge	Mr. S.Ferris	Denmark	Mr. A.Jones	West Midlands
Mr. D.Carter	Lancashire	Mr. C.Reading	Suffolk		

DIARY DATES 2024

Saturday, 10th February 2024 is the Drive Your Triumph Day in honour of Sir John Black at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ.

The day is promoted by Rye Livingston of the Triumph Travelers Sports Car Club in Northern California. Even if you don't drive your Triumph take a photo. Photos from across the World will be posted on <https://driveyourtriumphday.shutterfly.com/>

For the last two years with our support the Museum has hosted the biggest gathering for this event in the world.

It is free to attend the outside gathering, but there is a charge for entry to the Museum buildings, but if you have a valid annual pass already it is free to enter.

To buy a 12 months pass in advance per person Adult £16.00 or Concession £14.00.

On the day prices are £19.00 and £17.00 per person respectively.

A one day entry costs £12.00 per person

Make a full weekend of it with **Sunday 11th February 2024** being the **MG and Triumph Spares Day at Stoneleigh Showground, Warwickshire.**

The Lucas Classic is on Saturday 22nd June 2024 at Shelsley Walsh Hillclimb, Worcester, WR6 6RP.

Free entry for classic cars and all marques are welcome, but the organisers ask that we let them know roughly how many are coming for catering and parking. Look out for more details. More info at www.thelucasclassic.com

For those travelling to the Midlands it provides a full weekend of classic fun because the **Standard Triumph Picnic is scheduled on 23rd June near Leamington Spa, Warwickshire.** Free entry for club members.

The Chairman of the host club the Triumph Pre 1940 Club tells me he will be sending out details shortly.

Inter Club International 28-30 June 2024 at Three Counties Showground, Malvern, Worcestershire.

More details next year and further info at www.interclubweekend.com

8th September 2024 Standard Triumph Gathering at the Great British Car Journey, Ambergate Derbyshire.

Further details will follow.

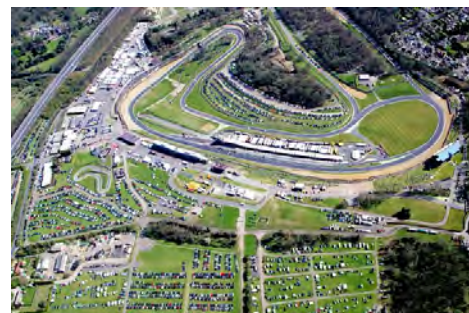
Lesley Phillips Honorary President

SOC NATIONAL DAY 2024

BRANDS HATCH • SUNDAY 14 JULY 2024

WHEN AND WHERE

The Stag Owners Club 2024 National Day will be held at the famous Brands Hatch Race Circuit in Kent, on Sunday 14 July 2024. This is the weekend of the Historic Sports Car Club Legends of Brands Hatch Superprix race meeting, providing an exciting backdrop for our event.



The venue provides the perfect backdrop for this event, with ample facilities and infrastructure to accommodate the estimated 100-140 Stags expected to attend. The event will feature a range of activities and events, including a Parade Lap of Stags, a Best Stag at the Event competition as organised by the Kent Area, Stags on display for public viewing, and access to track side viewing areas.

Admission for SOC members will be at a discounted rate when booked in advance. Members can book directly on the Brands Hatch website at www.brandshatch.co.uk. There will be no code, but within the car display booking webpage you just have to select the Stag Owners Club.

We expect the tickets to be available on their website from the end of December, Please check on our club website for the latest news as it comes in www.stag.org.uk/events.

ACCOMMODATION

The Holiday Inn, London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS

The Holiday Inn Maidstone/Sevenoaks is currently holding a block of rooms for the Stag Owners Club.

Friday 12/07/2024 Double Bedroom £85.00 per room

Saturday 13/07/2024 Double Bedroom £85.00 per room

Please note all rates are inclusive of Breakfast and guests have access to the Spirit Health Club and pool. Use code Z06 and call 01732 781582 to book directly with the hotel.

EVENTS AT THE HOLIDAY INN

As we hope many members will make a weekend of it, especially members coming from afar we have two evening events arranged that require advanced booking.

Friday 12/07/2024 Meet & Greet Finger Buffet. (Limited Numbers so book early to avoid disappointment)

Saturday 13/07/2024 Two Course Dinner and Disco (Limited Numbers)

Booking and prices for these two options are on the SOC Club website www.stag.org.uk. To book please login to the members area and go to National Day in the drop down menu.

We also have our Weald of Kent Stag run on Saturday 13 July departing from the Holiday Inn TN15 7RS from 1000–1200.

Starting from the Holiday Inn Car Park, just show the Kent team your Brands Hatch Booking to collect a free SOC National Day Rally Plaque. Then pick up a free Tulip route card, and away you go. Burble through picturesque villages and pass historic castles, plus there are lots of Weald locations to admire. Also, stop for a coffee or lunch in your own pace. Before returning in time to relax and get ready for Saturday's Dinner & Disco.

SOC NATIONAL DAY 2024 RALLY PLAQUE

These will be free to every member who books a ticket through Brands Hatch. They can be collected from Friday 12th July at the Holiday Inn or on the day at the club stand at Brands Hatch.



Check the SOC Club website www.stag.org.uk for the latest information



WANTED ... WANTED

A REGIONAL CO-ORDINATOR IS NEEDED FOR THE SOUTH CENTRAL REGION

Regional and Area Co-ordinators assist the Committee in the running of the Club by overseeing and organising 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.

Extract of Regional Co-ordinator Conditions

- 1) All Regional Co-ordinators to have been members of the Club for at least 5 years and to have held a previous position as a Club Official, e.g. Area Co-ordinator, Club Officer, National Committee member.
- 2) Regional Co-ordinators to be appointed by the National Committee.
- 3) Regional Co-ordinators to seek a vote of confidence from their Region's Area Co-ordinators at the beginning of each year with the result of the vote being advised to the National Committee via the Liaison Officer. The outcome of such a vote shall not be binding on the National Committee as far as continuation of the Regional Co-ordinator in the role is concerned.

Contact Co-ordinators Liaison Officer, Lesley Phillips. Tel: 01789 297831 or 0789 9922888 Email: lesleysoc@gmail.com

NEW 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 ensure the Co-ordinators' Area on the website is up to date
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, drawing assistance and suggestions from the Co-ordinators themselves.

Lesley will hand the role over and introduce the new Officer at the Co-ordinators' meeting in April 2024.

If you are interested or for any further information contact Lesley Phillips 07899922888 or lesleysoc@gmail.com

A JOINT EVENT FOR CLUBS – WE ARE STRONGER TOGETHER!



THE INTER-CLUB INTERNATIONAL WEEKEND
28 - 30 JUNE, 2024
 Three Counties Showground, Malvern

- CELEBRITY GUESTS
- SPECIALIST TRADERS
- AUTOJUMBLE
- CRAFTS AND FASHION
- SPECIAL DISPLAYS
- FAMILY ENTERTAINMENT
- CAMPING ON-SITE (OPTIONAL)
- BAR AND LIVE MUSIC
- LIVE ACTION ARENA
- SPECIAL GUESTS
- CONCOURS D'ELEGANCE
- SHOW & SHINE
- AUTOTEST & DRIVING DISPLAYS
- LOCAL ROAD TOURS
- COACH TRIPS TO LOCAL ATTRACTIONS
- EVENING ENTERTAINMENT

Meet Sarah Crabtree :
"Supporting our car clubs is something the Evoke Classics team feel very strongly about. We are very excited to be part of the Inter-club Weekend!"

MASSIVE EARLY – BIRD CLUB MEMBER DISCOUNTS
 END FEBRUARY 29TH 2024

Book online with your club code for discounts:
TRSOC24






WWW.INTERCLUBWEEKEND.COM

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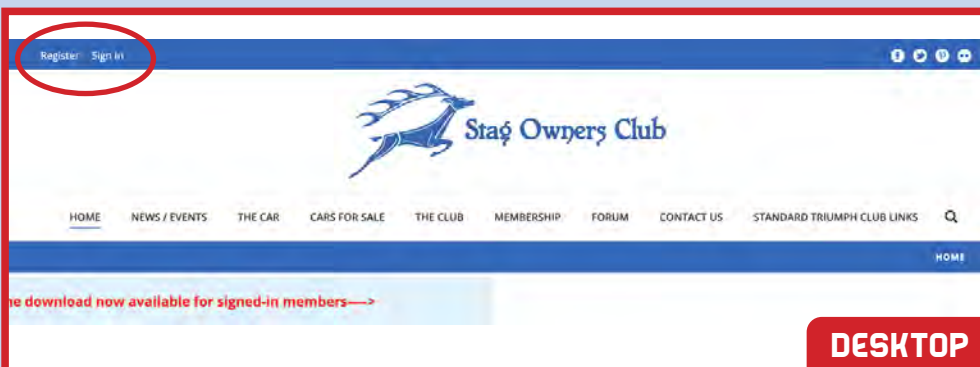
A QUICK GUIDE TO THE WEBSITE PART 1

More and more of you are accessing the website, especially content in the members area such as the interactive version of the magazine. Lots of you are using mobile phones to access the website, so here is a quick guide on how to register and sign in for the members area.

If you are viewing the website on a desktop or laptop computer, the Register and Sign in options are at the very top of the screen. If you are using a mobile phone or a tablet, then it's slightly different. On a mobile phone click the small arrow on the top of the screen, this will then reveal the Register and Sign in options

Then just follow the on screen instructions, you will need your membership number and your postcode to register.

In the next part we'll go into the website content and features in more detail.



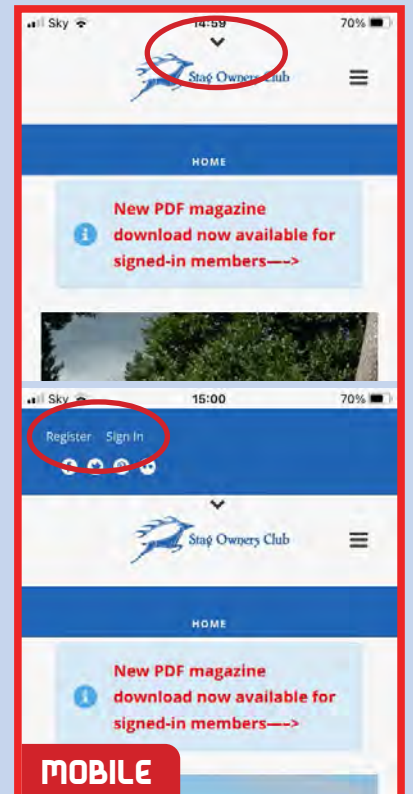
Register Sign In

Stağ Owners Club

HOME NEWS / EVENTS THE CAR CARS FOR SALE THE CLUB MEMBERSHIP FORUM CONTACT US STANDARD TRIUMPH CLUB LINKS

Download now available for signed-in members

DESKTOP



14:59 70%

Stağ Owners Club

HOME

New PDF magazine download now available for signed-in members

15:00 70%

Register Sign In

Stağ Owners Club

HOME

New PDF magazine download now available for signed-in members

MOBILE

SOC 2023 AGM

THE BOWDEN HALL HOTEL, NR. GLOUCESTER



A fine and varied gathering of members assembled at the Bowden Hall Hotel, near Gloucester from Thursday, through Friday and into Saturday for our annual AGM. Some visiting the points of interest around Gloucestershire and using the carefully planned routes provided.

Co-ordinators had to cut their trips short on the Saturday afternoon to attend the Co-ordinators' Meeting, an invaluable opportunity to talk with colleagues and other officers, hear the club news and have a workshop. This year the club news introduced by Andy Hedley was about the updating of the membership data so that emails can be used as a national communication system for the Club. The workshop was a session to decide if it is possible to run an area without a Co-ordinator. The result of the discussion: a firm no, not possible.

Scrubbed and dressed up the throng assembled for the Saturday evening dinner followed by the presentation of the Club's Awards, a chance to applaud those who have contributed the most (listed elsewhere). The evening entertainment was an outrageous female ventriloquist, Emily Brown, with her dummies of opera singer, naughty school child, naughty baby, rock star involving brave and spontaneous members' performances: Debbie Ross being chatted up by the cheeky schoolboy, would be rock stars Garry Martin and Nigel Williamson playing air (inflated) guitars and with a physically demanding finale for Roger Hartley wearing a false and remotely operated jaw. All screamingly funny and finishing to rapturous applause.

An early breakfast on Sunday was pre-cursor to the business of the weekend. On the whole the AGM is a range of Officer factual reports and in some cases fairly irreverent with some banter and even a near strip show

from Peter Robinson discarding layers of clothes in pretence of being different people in his multiple officer roles. Please don't give him any more roles...not enough layers! One of the most contentious debates continues to be the size of the magazine... it's just like Marmite....love it or hate it.

And then to finish the weekend the Sunday lunch, a hot buffet served in the hotel's Restaurant.

It was good to see so many of you at the weekend. Grateful thanks to the organisers Chris and Tony Gibbs and to Rupert Kaliber the provider of the routes.

Lesley Phillips





Watch this video in the interactive magazine on our website.

MINUTES IN BRIEF

The draft minutes will be available on the Club website in the members area. This is a short resume of the proceedings.

Presentation of Accounts for the Year Ending 31/1/2023 Income

- *Membership* – membership income has been as expected this year, only £2000 lower than in 2019.
- *Advertising* – Advertising revenue comes from selling space in the magazine, which is administrated by the Editor. A slightly better end to the year than expected.
- *Bank Interest* – our deposit accounts, formerly with Yorkshire Bank, are now with Virgin Money. We received almost the same dividends this year from our investments as we did in 2022. The change in the market value is shown in the expenditure section of the accounts, this has now been moved to the income section. As reported in last years' estimated accounts, we lost £19,165 but if we offset this against dividends received, we lost £14,518.

Total income for 2023 is £111,578.

Expenditure

Total expenditure for 2023 is £156,356. This year, as expected the club has lost £45,078. If we take out the loss on the investments, the club was in the red for £25,000.

Treasurer's Review

After last year's large loss owing to the magazine printing and postage costs, it was agreed at last year's AGM to increase foreign subscription rates, offer digital membership, and to reduce the number of magazine pages. These measures have improved the situation.

Estimated income & expenditure 1/2/2023 – 31/1/2024 (based on the first nine months of 2023):

- Membership has fallen this year so a small reduction in income to circa £109,000 is expected.
- Value of investments: Initial Investment £100,000 + £80,000
- October 2021 £263,000
- October 2022 £226,000
- January 2023 £229,000
- September 2023 £227,000
- End of year estimate £230,000
- Total Income £129,000

Expenditure

By offering a digital magazine and reducing costs on magazine production we have saved £17,000 this year. Show spending is kept to a minimum, and the van gets little use, is inexpensive to maintain and is almost written off for depreciation. Advertising costs are kept to circa £1000. There is a small reduction in insurance premiums this year, and accountant's charges and investment agent charges remain the same as last year. Virgin Bank has started charging account fees.

Total Expenditure £137,409 – a loss of £8,800.

Stag Owners Club Magazine Discussion

Rupert Klaiber (14421) proposed that the magazine should revert to A5 with saddle stitched binding which would, according to an online print cost calculator, reduce printing costs by more than 50%.

A discussion was held, with some members expressing dissatisfaction with the size of the A4 magazine, feeling it too large and expensive to produce, and feeling that reverting to an A5 saddle stitched magazine would be easier to store, with more pages and content. Others preferred A4 being clearer and easier to read, with a more professional look.

The claim that A5 would reduce costs by 50% was based on an online calculator. Clive Tate displayed the actual comparison of costs* based on figures from Lavenham Press, showing the saving is less than £700, much less than 50% as the postage is the same (they both fall into the same postage weight band), The initial decision followed a poll of members via coordinators and at the 2022 AGM the members voted to retain the A4 size. All magazines are available online in archive, and an interactive version also, with 10% of membership renewals opting for a digital only subscription.

A proposal was made that the National Committee should refer the choice of size of the magazine to the members again via the magazine.

Proposed: Chris Wyman (22136)

Seconded: Stephen Kiefer (80)

Voting: 16 For, Majority against, 2 abstentions.

Decision: The magazine will remain A4.

Alteration to the British Subscription Rates

Clive Tate proposed that, rather than increase subscription rates to offset the loss in income, that digital membership is reduced to £25, keep standard membership at £32, and waive the £5 joining fee for digital membership.

A spreadsheet was displayed detailing the cost of producing the magazine per member, and how this changes depending on numbers printed. The next spreadsheet demonstrated how an increase in digital members can reduce the loss in income. The more digital members we entice, the fewer magazines we need to print and the more profit we make, despite taking into account that fewer magazines are more expensive to print.

Based on the above explanation and figures displayed, Clive proposed that digital only membership is reduced to £25 and the £5 joining fee waived for digital membership.

Proposed: Clive Tate (4340c)

Seconded: Tony Gibbs (20513)

Voting: Majority in favour, 4 against, 0 abstentions.

All the officer reports are available on the club website in the members area.

63 members attended this AGM, not as many as previous years but more than many comparative clubs.

SOC ANNUAL AWARDS

Long Service Award – Bob Heritage.
 Bob did not attend so his award was presented later.



Presidents Trophy (Ken Hudson Memorial) – Robin Scales



Member of the Year – Stefanie Phillips



Special Services (Duncan Purt Memorial) – Lesley Phillips



Officer of the Year – Rod Scholey



Co-ordinator of the Year – Bryan Gregory



Unsung Hero – Martin Wells

THE INTERNATIONAL
MG & TRIUMPH
SPARES DAY

SUNDAY 11TH FEBRUARY 2024

ADVANCE TICKETS ONLY £12 ON THE DAY £15
STONELEIGH PARK, WARWICKSHIRE, CV8 2LG

BOOK YOUR TICKETS ONLINE TODAY AT
www.mgandtriumphsparesday.co.uk

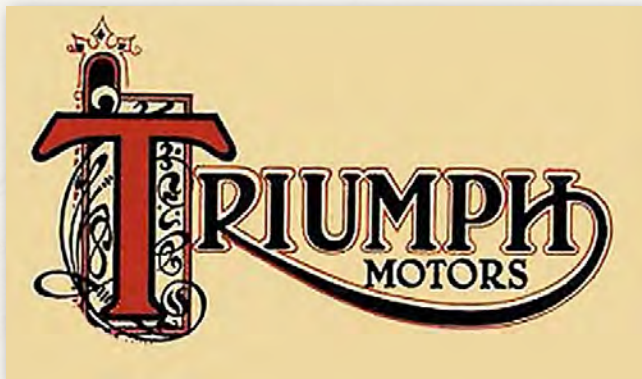
FOR OFFICE & TRADE ENQUIRIES, PLEASE CALL
01775 768661

THE CLUB STAG ARCHIVE

The Registrar is Back with a New Series of Articles

Last February I withdrew from writing for the magazine until someone came forward to take the Secretary's job. I have never let a bit of blackmail stand in the way of trying to achieve anything and at the AGM in November Tracey was finally appointed to the position and 'job done!' Therefore you are going to have to put up with my historical ramblings once again.

Whilst I have been 'resting' (as the acting profession say) I have been thinking about what to write about next. Should it be about Harry Webster, or Giovanni Michelotti or another of the Triumph connected luminaries? No, I think I'll go for the big one – TRIUMPH itself.



An early Triumph logo – my attempt at brightening up a page of boring prose

This may seem a little self indulgent but how many of you actually know the full history of the marque? I was at a Triumph event recently when I mentioned Harry Webster – only to be met with rather blank faces. If our Harry, the champion of the Stag project, was not recognised, what chance is there of anyone knowing about Siegfried Bettmann or Sir John Black? You may know that Standard and Triumph were linked because the names Standard Triumph and Stanpart occur on the some Stag commission plates and on certain new-old-stock labels (and on the Stag cylinder heads) but how many of you fully understand how this came about? Some of you may have obtained and read the authoritative book on the subject 'Triumph Cars – The Complete History by Richard Langworth and Graham Robson' but this is sparse in its early references and not fully accurate in every detail, as one would expect

of a book written before the Internet gave us so much more information than was previously available.

This is going to be a right ramble and I will be delving into all sorts of interesting people, events, locations and relationships which were involved in leading the Triumph Cycle Co. Ltd. into manufacturing cars, into being taken on board by The Standard Motor Co. Ltd. and into the adoption of the name 'Triumph' as the resident brand during the period when an appreciation of motoring was being kindled in most of us. Coventry is the city where all this happened but London is where it all started back in a time when Queen Victoria was busy not being amused.

Get Involved

Along the way I may touch on a subject which you know more about than I do. If so, don't sit there mumbling about what an idiot that chap is, write to me and put me straight (postal address in the front of the magazine or try e-mail and you will get a quick reply). I know that some of you, or maybe your relatives, worked in the industry and some of you will live or work near the places I will be writing about. Please don't keep your own information to yourself, tell our editor about your own experiences and anecdotes and/or let me know as well so that our own Club archive holds more than just cold facts – let us add some personal touches to the Club files.

Enough of the preamble (or I will run out of space for this edition), let's start the story. If you are all sitting comfortably, then I will begin.

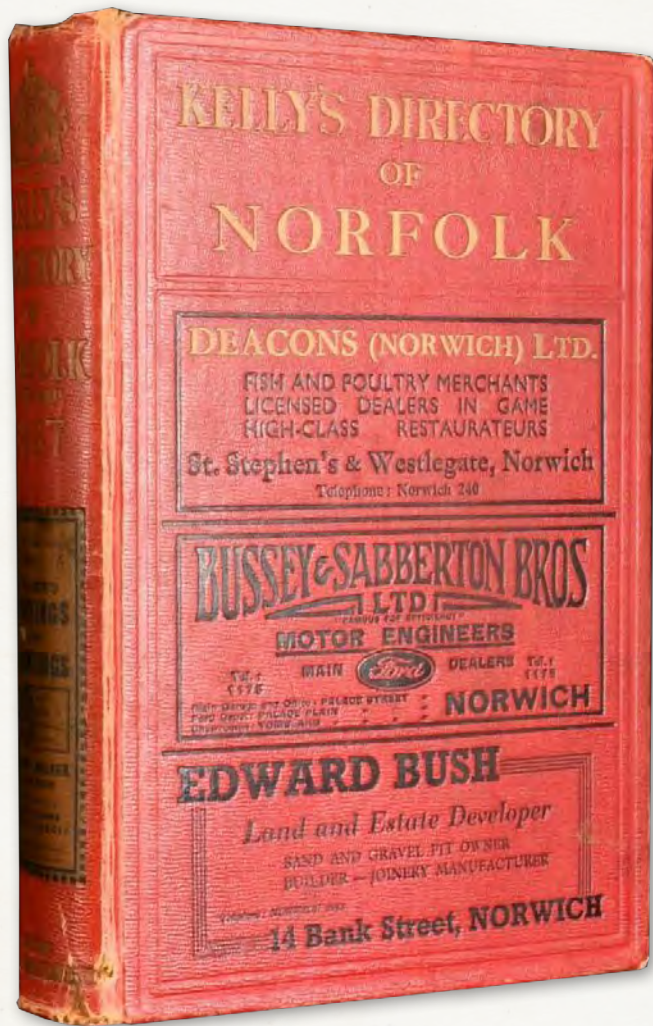
Part 1 - A Life before Triumph

The history books will tell you that the start for what became Triumph Cars began in 1884 when Siegfried Bettmann, a young man keen to make his mark on the World, decided that the UK, and London in particular, would afford him better opportunities than he could find in his native Germany. His first job was as a clerk and translator for Messrs Kelly & Company.

I was going to move smartly on with my early story so that we can get to the interesting bit as soon as possible but actually, SB's employment by Kelly & Company is interesting (to me) as Kelly's Directories was, even in 1884, an established firm which compiled and distributed directories listing all businesses and

tradespeople in the various counties of England as well as the names and postal addresses of landowners, the gentry and various charities. If you are a fan of local history, you will probably have used Kelly's to research your local village or maybe to find out who owned your house before you.

It was renamed 'Kellysearch' in 2003 to reflect its move into web based searches and may now have finally been laid to rest – although there is a current Kellysearch webpage which has almost nothing of interest any longer. But Kelly's managed to last just a bit longer than 'Triumph' although both the Kelly's directories and Triumph cars are now sought after by enthusiasts and collectors.



A later edition of Kelly's Directory for Norfolk, this is dated 1937 but the format was the same as in 1884 when Bettmann was working for the company

Anyway, Bettmann found his work about as interesting as the current Kelly's webpage and moved on to a salesman's position with the White Sewing Machine Company, an American company who had a European office at 19, Queen Victoria Street, London. Here he persuaded the office manager, George Sawyer (remember that name as it crops up later in the story), to employ him as a foreign salesman, being responsible for 'travelling' (as it was called then) throughout Europe and a large part of North Africa.

Unfortunately, it would appear as if there was a downturn in the market for sewing machines and during 1885, Bettmann was 'laid off'.



A White 'Peerless' sewing machine from approximately 1885 – as would have been offered by Bettmann in his role as 'travelling salesman'

It is strange to look at parallels with today's world, but how many people who have been made redundant (for that is the modern word for being laid off) in the last 15 years since the banks collapsed in 2007/8, have looked to become independent of a 'boss' and have started their own business? That is exactly what Bettmann did in 1885 and, going with what he knew, he looked for sewing machine agencies to take on and started in business for himself.

Although he apparently took on agencies for a number of German sewing machine manufacturers, there was only one agency amongst them which was worth anything – and that was for Biesolt & Locke machines made by a firm based in Meissen.



An advert for Biesolt & Locke sewing machines from a German periodical around 1890

Trying to do things in a professional manner, he entered business for himself, trading as 'S. Bettmann & Company', operating from premises at 9, Coleman Street (or possibly 4, Golden lane), London. I apologise for the hesitation with the address but although S. Bettmann & Co was advertised at being at both addresses at different times, there is some difficulty in working out which came first. I suspect that the Coleman Street address was first but I will leave you to do some 'googling' to see what you think.

The Journal of Domestic Appliances. Dec. 1, 1887. and Sewing Machine Gazette.

GRIMME, NATALIS & Co.,
BRUNSWICK, GERMANY,
THE POPULAR MANUFACTURERS OF THE NEW HIGH ARM
"ORIGINAL PRINCESS," With or without Sew Foot-press.
IMPROVED FAMILY, And also HAND MACHINES.

NATALIS D (Wolfer) MEDIUM D & C. FAMILY A (Howe) And also TREADLE MACHINES.

REPRESENTED BY CHAS. BRADBURY, 37, Tottenham Road, Brixton, London, S.W.

BIESOLT & LOCKE,
MEISSEN (SAXONY),
Sewing Machine Manufacturers
THE "CINDERELLA."

Perfect Automatic Hand and Treadle Sewing Machines for Domestic and Trade use. 12 general improvements. Working parts finest tempered steel. Unsurpassed for the best machines in the market. Silent, uniform, rapid, easy movement.

Speciality SACK MACHINES.

Wholesale Agents: **S. BETTMANN & CO.,**
COLEMAN STREET, LONDON, E.C.
AGENTS WANTED.

KÖNIG & CO.'S
NEW ROTARY SHUTTLE MACHINE.
2,500 LOCK STITCHES PER MINUTE.

THE LATEST TRIUMPH,
MANUFACTURED BY
MESSRS. KÖNIG & CO.,
KAISERSLAUTERN (GERMANY).

Wholesale & Retail Agents for England and France
THOS. POTTER,
47, DUNLACE ROAD, CLAPTON, LONDON, E.
DEALERS WRITE ON AT ONCE FOR TERMS.

Also Manufacturers of Singer System Hand and Treadle Machine.

THE JOHNSTON SET OF ATTACHMENTS

If you are desirous of making these of better and stronger, and improved than a common ordinary fabric, The Ruffler has a device which gives and a ready fitting. This is done by the machine in place of the usual hand work. The Ruffler has a cast iron bed plate to adjust to the gauntlet with a long or short foot. It has a hand blade which will make a single or double ruffle and two rows independently, and adjust the width to gauge. An expert in production has made the Johnson Ruffler Company responsible for the work. They are now engaged to furnish them to all the different kinds of sewing machines.

These 50 new and improved attachments being Machine Companies, are from the
JOHNSTON RUFFLER COMPANY,
OTTUMWA, IOWA, U.S.A.
S.B.—These attachments are sold separately at 25c. or 50c. each and are furnished with every machine of the Johnson Ruffler Company.

WHITE
SEWING MACHINE

so Simple
A CHILD can use it.

THE BEST IN THE WORLD

Advertisement page from *The Journal of Domestic Appliances & Sewing Machine Gazette* of December 1887.
Note advert for 'The Latest Triumph' top right, opposite the advert for Biesolt & Locke placed by Bettmann

An advert for White sewing machines from the Victorian period (it has no particular relevance to the story, I just like the advert)

Unfortunately, life was not quite as rosy as hoped for the new businessman and at the end of 1885 Bettmann rejoined the White Sewing Machine Company to continue his old position as a travelling salesman. However, he also kept on his agencies with other manufacturers and commenced a dual role as an employee but as a 'moonlighter' in acting as agent for competitors machines. A risky business? Maybe. But it worked for him and nobody seemed to complain as he continued this dual role until at least the end of 1887.

The next bit of the story is rather difficult to accurately piece together but as it involves the first use of the Triumph name by the man who would go on to make it World famous, I will adjourn to do some further research and reconvene for next month's article.

Peter Robinson

With thanks to the following people for going before him:

- Richard Langworth & Graham Robson – Triumph Cars, *The Complete History*
- Whoever is responsible for <https://triumphbicycles.wordpress.com> as this is a highly interesting website, even if it is difficult to pull together and there is no contact information)
- David & Lin Best for their webpages at <http://www.sewmuse.co.uk/> Concentrating on sewing machine history, but significantly touching on the White Sewing Machine Company)

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GT6 - 2000 - 2500 - 2.5Pi
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SEE OUR SOCIAL MEDIA

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With the Christmas and new year festivities well and truly behind us it seems a good time to take a peek at what 2024 may have in store. Before we do the SOCTFL Team would like to take this opportunity to wish everyone a happy and peaceful 2024.

So what is on the horizon for the coming year? Well we are working to make it easier for members ordering parts to be sure that what they are buying can be easily identified as being made using SOCTFL tooling. Those parts will be close to original specifications and therefore they are of excellent quality and will be as per factory fit.

New products, wherever possible will be offered to club members at a discounted rate. Clearly a benefit to our members. So look out for the tick logo.

Our new parts should have SOCTFL identification markings so keep a look out for this. A good example of this is the flocked window channel. An order has already been placed for this item and it should be available to purchase very shortly.

The photograph (right) shows, by way of an example, the embossed confirmation that the rear light cluster seal was produced using SOCTFL tooling. This product has been available for some time.

Final polishing to the tooling for the air intake grill is being completed as we go to print. An operation that was necessary to ensure that the surface of the plastic moulding is of a high enough quality for the chroming process. Along side this work SOCTFL is finalising the contractual details with the distributor. Hopefully this product should be available in the next few months. As the photograph shows this is a very high quality product which will greatly enhance the appearance of the car.

Other products currently in the very early stages of development include:

- A repair panel for the kit for the 'A' post/windscreen surround.

- A chromed plastic replacement for the hard top locking plate. Still very much in the early stages.
- Chromed horseshoe light surround. If as expected original specification ones become unavailable.
- Replacement boot lids. An ambitious project even for SOCTFL.

Clearly another busy year ahead for the SOCTFL team.

Finally if anyone has a suggestion for a project for parts that are no longer available or difficult to source please contact SOCTFL and the suggestion will be considered.

In the meantime we wish you an enjoyable and problem free 2024 season.

Roger Kennedy & Noel Sargent



REMEMBERING TONY HART 1948-2023

Tony was well known in racing circles having first raced in Historic Races when he was 17 years of age driving a Wolsley. His brother, Roger and he bought Jim Clarke's race car, the Aston Martin Zagato. The '2 VEV' raced internationally throughout 1961-62. The car achieving success in historic racing throughout the 1980s and 90s campaigned by the brothers.

Hart Racing Services had a long history with Aston Martins and preparing other people's race cars, but after one of those customers asked Tony to look after his Triumph Stag Tony said the business exploded and he had Stags booked in for six weeks ahead.

The Stag Owners Club was founded in November 1979 by Tony Hart, proprietor of Hart Racing Services, specializing in the Triumph Stag since 1974. In response to questions from customers about forming a club, Ken Hudson and Tony first handed out questionnaires at the classic car show at Alexandra Palace in 1978, where Hart Racing



Services had a stand, to ask if people were willing to help run such a club. Receiving encouraging replies he arranged a meeting on 6th November at his home in Kingsbury NW London. It was attended by 9 people and Tony became chairman.

The first Newsletter, produced on a gestetner machine from the office of HRS was published in December 1979



Tony's father drew Socrates, the Stag for the front cover of the first edition and subsequent newsletters. As a homage to Tony's father, the Club has a toy mascot known as Socrates which has travelled to Stag Owners events all over the UK and abroad.

The new club was keen to promote social events and its first pub meeting took place on 18th December at the Prince Albert in Golders Green Road, London. About 100 people attended this meeting with more than 30 Stags parked outside.

As someone said recently if Tony had not started the Club probably none of us would have met.

Tony remained Member Number 1 and over time has been Co-ordinator for the North London group, National Committee member and Chairman. An esteemed and respected club member Tony was voted in as Honorary President and latterly as Vice President.

Keen to show the reliability of the Triumph Stag Tony successfully raced two versions in the Historic Races. Tony brought one along to the popular Club National Day and Standard Triumph Forum Day at Prescott Hill Climb giving exciting rides up the hill for donations to charity. Always keen to support the Club he attended a number of Club events including the Club Stand Classic Motor Show at the NEC showing his racing cars and was always happy to give advice to members.

Even though business and family affairs separated him from the Club in recent years, to many members of the Stag Owners Club Tony was a fount of knowledge and he was always happy to give helpful advice. And who will forget the video of Tony changing the timing chains?

Tony was 75 years of age when he died on 8th December 2023. Our thoughts are with Tony's widow Sally and his four children, Simon, Ashley, Julian and April.

Lesley Phillips

Tony Hart was not only SOC's Founder but also one of the best Ambassadors for both Stags & SOC that I have encountered since joining the Club in early 1980. Although Tony once confided to me that he was uncomfortable in the public spotlight, for the good of the Club he always took centre stage when it was needed - especially in the early years.

Norfolk Area supported him in the Stag Racer on his trips to Snetterton Race Circuit. Tony was always very happy to extol the Stag's reliability to small groups of public/race-goers. Once I remember him standing beside the Racer, talking to a small crowd of the '... but don't they overheat?' Brigade. He simply told them that he had driven (not trailed) the Stag Racer from London that morning, taken part in the Heats & main Race & was now about to drive back home to London for supper. All without overheating nor other mechanical problems. That shut-up the 'nay-sayers' & I believe they went away & started to spread the Stag Reliability Gospel which we all now preach to Bar-room Stag experts - but it is needed on increasingly fewer occasions now I'm delighted to notice.

When Norfolk ran our second SOC National Day in 2011, Tony brought the Racer to display for 2 days in our Exhibition Hall. Of course he also remained near the car & did his Stag Reliability Ambassador bit again, this time for visiting SOC members from across the World.

Tony may have moved on to the Big Garage in the Sky, but what a legacy he has left us. A thriving Club with several thousand members, which is constantly evolving & leaving most other classic car clubs in its wake. Some of his encyclopaedic knowledge of repairing & maintaining Stags has been captured electronically for the benefit of future generations of Stag owners. Thank you Tony Hart, your legacy has been providing the enjoyment of thousands of past, current & future SOC members who have caught your Triumph Stag Dream.

Chris Liles

In 1979, Tony persuaded the Thoroughbred & Classic Car historic racing team to buy a Stag to transport their E-type Jaguar around Britain and Europe. With HRS servicing, the car performed faultlessly in its role as a long distance tow car.

Soon after the beginning of the Club, Tony acquired one of the Triumph press fleet cars, RVC 434H, which had suffered a bad fire and increased the media presence of both HRS and the Stag Owners Club by carrying out a full restoration and then allowing car magazines and the author of the only serious book on Stag at that time, to borrow it for photographic purposes.

When the Club started to hold its own National Days, Tony was always to be found either as a concours entrant or as a judge - and his standards were high, often using a paint thickness gauge to detect resprays.

Peter Robinson

I first met Tony before he even set up the Club when I purchased a replacement short engine from Hart Racing Services for my recently purchased Stag, which hadn't quite made a return journey to Scotland!



Ever the shrewd businessman and enthusiast Tony negotiated a deal which left both parties happy and better informed about what could go wrong with Stag engines. Tony started the Club following requests from his customers and other owners he met on the HRS stand at the Alexandra Palace Classic Car shows and I was delighted to be one of its founding members.

He once told me that he never envisaged the Club having more than 500 members, most of whom he thought would be HRS customers, and he would therefore be able to run it from HRS using the services of his long suffering secretary, June Armstrong. Under his care the Club rapidly established itself and grew to the point where he wisely decided to step back and let the Club develop an independent life of its own and also so that he could spend more time on the 'day job' of running HRS.

Ever the racing enthusiast and innovative engineer, he built a variety of competition Stags which it was great to see, support and help out with whenever he raced at my local Brands Hatch track. He was always looking for ways to improve the Stag and its performance and was



never afraid to experiment. I particularly remember a novel drive mechanism for the alternator via a belt off the prop shaft and whilst this helped with the engine packaging and could have meant reduced engine power losses, neither the belt nor the alternator pulley ultimately liked it!

Tony remained engaged and supportive of the Club and all things Stag related throughout his life and our thriving Club and the success of the Stag as an iconic British Classic Car would not have been achieved without his commitment and guidance.

Stephen Kiefer

Tony Hart was a good friend & work colleague for many years. Following his business closure, we managed to persuade him to come & work with us for maybe a day a week & in exchange he would supply us his Stag parts.

He ended up with us 3 days a week, running his parts business from here. We gained a lot of knowledge & respect having Tony working alongside us. He gave us the sort of inside knowledge only a master could give & we will miss his insights.

The legend of the Stag Owners Club conception came from a drunken evening arguing about a club for Triumph Stags. There were clubs he insisted for Aston Martin, MG & Jaguars, why not one for Stags? Tony agreed in his state of mind to start the Stag Owners Club. In the morning he'd completely forgotten about it!

A few days later the other participants of that evening reminded him about his pledge. Horrified that anyone remembered, he was then obliged to stand by his words. It took him a lot of time & money to get the magazine going but he stuck by his word & the SOC grew from there.

In its heyday, Hart Racing had his workshop in Fulham employing about 20 staff of which 8 were just reconditioning engines & components. If a Triumph dealership had an issue, quite often they would ask Tony for advice.

We will all miss his anecdotes around the lunch table. He had obviously lived life to the full & surprised us with the people he had met socialized with throughout his life.

Mark, Jerry & all at Enginuity

We received so many comments and kind words about Tony Hart that we can't get them all in this issue, so we will be featuring more in the March edition.

THE RACING STAG



The Modsport Stag came about by accident. If we go back to the mid 1970's I spent a lot of time at historic and classic car race meetings, and had been pestering Mike Bowler, editor of *Classic Car* magazine, to do an article on the Stag as a future classic, he was not responsive.

I think it was 1977 when I spoke to Mike again, the magazine was running a series of articles called our cars, they had three or four cars that were used as everyday car and reports were in the magazine, I had a Stag that I had bought for resale so asked Mike if would like it for there ours cars series, they lasted for six months, Mike reluctantly agreed, I think almost all of the editorial staff drove the Stag and mike used it to tow his Lister Jaguar race car. At the end of the six months Mike liked the Stag so much he bought it and a few years later he sold it.

The series that *Classic Car* ran obviously sparked the interest of other classic car magazines and sparked off

several magazines wanting to come and have a look what we were doing for an article, most of them wanted to talk about the engine and how bad it was, I pointed out it was not a bad engine but suffered from bad maintenance, I got so fed up with this I said to one journalist, maybe I should build a racing Stag to prove the engine can be reliable, when the magazine came out the article said "Tony is going to build a racing Stag"

The first Modsport Stag was a Stag I bought for £250.00, it was an early car with a sound body but mechanically very bad, the Stag was stripped out, wide fiberglass wheel arches fitted, front air dam fabricated with engine oil cooler cut out suspension rebuilt, engine, gearbox and diff rebuilt, role cage fitted. The Stag ran in a few races in this form with a few upgrades. A friend of mine, who had more experience of setting up race cars than me took it to Brands Hatch for a test day, the Stag returned with a much shortened front end, the Stag hit a small hump in the track about half way down the pit straight at about 90 MPH and turned right into the pit wall shortening the Stag by about two feet.

It was time for Modsport Stag MK2. The regulations state that the floor pan from the wheel canthers in had to be original so we went to work cutting out all the bodywork not required. Next step was to strengthen what was left by seam welding all panel joints. a fiberglass one piece front end was fabricated, fiberglass doors, rear wings, boot lid and hard top also made. the suspension was improved by changing road springs removing all rubber bushes and replacing them with rose joints, this also made the suspension easier to adjust, brakes remained the same but the servo was removed and two





brake master cylinders were fitted, the brake bias from front the rear could now be adjusted, competition disc pads, rear shoes, brake fluid and brake lines fitted. Gearbox was fine with no damage the diff was replaced with a limited slip unit.

The engine was striped and rebuilt with several upgrades including larger valves in the heads, race spec camshafts, a bracing plate consisting of a half inch aluminium plate fitted between the block and the sump, the plate was tied into the block by the main bearing cap bolts and the sump bolts stopping the block from twisting at high revs, all moving parts were balanced and to top it off four Webber twin choke carbs fitted, giving a BHP figure of about 280BHP and a safe max RPM of 7500 I did have a piston fail so had to go to forged pistons, with this I could raise the maximum RPM 250. The total weight reduction was just over 1000 LBS, the Stag was taken to a test track to get some idea of times, if my memory serves me 0 to 60 was about four seconds and 0 to 100 was about 8 seconds,

The Stag ran in the 750 motor club Modsport series, when the Stag was sold all the programs and result sheets went with the Stag, It also had a few outings with the Aston Martin Owners Club, it was also brought out again later for the Churchill Construction special GT series, The Stag won it's class and came third overall in the championship,

The '70s Roadsport Stag was built because once again I was fed up with magazines and people saying how bad the engine was. The regulations were very strict, suspension had to remain the same setup, polyethene bushes allowed, spring rates were free, shock absorbers were free, I had shock absorbers made 1 1/2 inches shorter to reduce the droop, a small amount of tuning to the engine was allowed, I fitted four branch exhaust manifolds, larger inlet and exhaust valves, high lift race cam shafts fitted, original Stromberg carbs slightly modified, and the engine parts balanced and lightened, MSD ignition system was also fitted.

After the first race I had to fit an oil cooler to the power steering as the as power steering fluid boiled, there was also a minimum weight limit, basically the weight listed in the owners handbook.

Again all the race programs and result sheets went with the Stag to Western Australia.

Tony Hart

KNOW YOUR STAG #21

TRIUMPH STAG WHEELS & TRIMS

Although there were only three different wheels and two sets of wheels trims available on production Stags, it is probably useful to establish how and when they were used.

Before 1970

Not strictly part of the production life but before 1970 a number of different wheels were used on the prototypes, some because they were there and some as trials for the ultimate specification. Both alloy and wire wheels were trialled during this time and there is a photo description in the Triumph Photograph Index which apparently shows the failure of an alloy wheel after a development trip to Spain in 1969. Maybe one day I will fork out the £25 to BMIHT for a copy of the photo to see what they looked like but not while the energy 'crisis' is on and the weekly shopping bill increases in leaps and bounds.

The First Production Cars 1970-1972

The first two years of production saw all but the cars destined for the USA being fitted with 14" x 5J, silver-grey painted steel disc type wheels and stainless steel trims. I believe that the wheels were 14" Dunlop Formula D2 with flat hump safety ledge rims and the trims were specially made with five stainless steel 'spokes' on a satin black

painted background and with 5 dummy stud positions. You may recognise that they were the same design as those used on the Triumph 2.5 PIs which were introduced in October 1968 but did you know that they were also used on the Vitesse Mk2 introduced at the same time and also on the GT6 when it was released in Mk2 form in the previous July? Whether the idea was originally thought of for Stag or for the other 'sporty cars' is debateable due to the long delay in final Stag production. It should be noted that the GT6 and PI wheels were 13" and are of a different shape to those of Stag but the trims are basically the same.

The centres of the wheel trims were finished with a cap showing the British Leyland 'whirligig' logo.

If you want to know the difference between the trims for the 2.5PI and Stag, the cut out in the outer rim for the tyre inflator stalk is different – on the Stag the hole breaks the outer ring of the trim, whereas the hole on the 2.5 PI trim finishes short of the outer ring (see pics). I do not have either a GT6 or a Vitesse here so I can only guess that they are the same as for the 2.5PI as they all use the 13" wheels. Despite the wheels of the other Triumphs being an inch smaller in the measured diameter than those for Stag, the trims for the Stag and the 2.5PI are the same overall diameter.



An illustration from the Triumph in-house publication 'High Road' showing LD1 with the original Stag wheel trims.



The top picture is of a Stag wheel trim, the bottom is a 2.5PI trim. The difference in valve stem holes is apparent.

The other potential difference, and that which possibly precludes a swap, is that on some 2.5PI trims, the steel ring on the inside which holds the trim to the wheel is deeper than that on the Stag trim. The ring on the Stag trim is approx 11/16" (that's 17mm to you youngsters) but that on the 2.5PI is approx 1" (25mm). However, I have a 1969 2.5PI here which has wheel trims with the 11/16" ring so perhaps Triumph made changes to that inner ring for the 2.5PI as production proceeded.

The wheel studs and nuts for the Stag steel wheels are 7/16" UNF with the nuts having a 7/8" AF spanner/wrench size and with one chamfered side to fit in the corresponding chamfer on the wheels. The overall depth is 3/4" (19mm) with the 60 deg chamfer being 1/4" (6mm) deep and the flats being 1/2" (13mm).

As to the finish of the wheel nuts, the ones on my Triumph cars are finished in black but those being offered for sale now seem to have an anodised finish. I wasn't around in 1970 to know what the truth of the matter was but if anyone knows, please get in touch.

The USA Wire Wheels

I believe that the original idea was to sell Stag in the USA with the same steel wheels and trims as in the UK but when the USA directors saw the style being used on the GT6 they said 'No', They look cheap and won't sell well here'. Therefore the first USA demonstrator (LD 2) was fitted with 72-spoke wire wheels, commissioned specially for Stag, and when Stag was finally released in the States in 1971 it was fitted with these wire wheels. They can be distinguished from all other wire wheels made because the

outer ring of wires meets the inner hub without crossing as they enter the hub (as seen in the photograph below). They were held in place with a eight sided 'spinner' (not an eared type as is common with other wire wheels). An appropriate spanner was provided for the removal of these 'spinners'. Two finishes were offered, chromium plated and silver grey enamelled. If you find these 'straight spoke' wheels as standard fitment on any other car, please let me know as I have been unsuccessful in tracking down correct replacements for this pattern of wire wheels.

Interestingly, the standard wire wheels are sized at 14 x 5.5J i.e. half an inch wider than the steel wheels. However, they take the same tyre size.



The Stag wire wheel in silver grey enamel. With original spinner design and spinner spanner



A better view showing the straight outer spoke arrangement which do not cross as they enter the hub just behind the spinner.

A further word on the wire wheels before I finish as I am aware that the James Taylor 'Bible', Original Triumph Stag, tells us that the wires were available in markets other than the USA until mid 1975. I dispute this as the parts catalogues are quite plain that the use of these wheels stopped for both the USA and for special orders at LE 20272 i.e. late 1972. I think that you will find that the real change point is LD/LE 20001 and that the 20272 information stems from the fact that the first 1973 year car built for the States was actually LE 20272, all the previously manufactured 1973 year cars being UK market cars.

I also dispute the contention that for markets other than the USA, the spinners used initially were the more common 'eared' type. This is not noted within any of the parts catalogues and I see no reason why this should be. The photograph within James' book illustrating the eared spinners shows them in use with a non-standard wire wheel – not the special Stag wheels. From the various sales brochures that I have, the option for wire wheels in any market (other than the USA) was not offered. That doesn't mean to say that they were not available if one knew about them and chose to ask for them but I see no reason why Triumph would be holding stocks of 'special' wire wheels and spinners as no other Triumph car was fitted with that size of wire wheel. What people tend to forget is that certain extras were fitted to the cars by the supplying dealer or importer and it would be quite plausible for this to happen with wire wheels – especially if the right size wire wheels were available locally at a cheaper cost (as they almost certainly would have been). So a Stag may have been supplied from new with non-standard wire wheels but I do not believe that this would be an official fitment and is therefore not considered to be truly 'original' in my eyes.

The so-called Mk 2 – 1973 onwards

The UK and World market Stags continued to be fitted with the steel wheels during 1973 and the same stainless steel trims were fitted – except that the black panels were replaced with an unpainted finish on the stainless steel backgrounds – thus making the trim look 'all stainless steel'.

However, for the 1973 model year cars an extra cost option of five spoke, GKN Kent alloy wheels was offered. These alloys were standard on cars destined for America and became standard on all Stags from LD 40001, when the steel wheels were dropped completely.

The Stag alloys are the same nominal size as the wire wheels which they replaced i.e. 14 x 5.5J

These alloy wheels were finished with a plain alloy centre disc held in place with a triangular wire spring clip. The wheel nuts were also alloy and had a concave dimple in the head. A silver finish – presumably to match the machined finish of the wheel framings - was used on the nuts for the 1973, 1974 and 1975 model years but this was changed to a satin black finish when the wheels became standard for the 1976 model year – presumably to match the wheel backgrounds.



A standard Dunlop steel wheel with samples of the two designs of wheel trim – before 1973 and after 1973.



The three wheel nut patterns which were used on Stag wheels. But are the finishes correct for the steel wheel nut and the 'silver' alloy nut ?



Standard alloy wheel with plain centre finisher but with replacement steel wheel nuts which were not original fitments.



The date of the manufacture of the alloy wheels is cast into the wheel centre area.

The alloy version is the wheel that is now fitted to many of the Stags on the road, partly because of the trend during the early eighties to 'upgrade' early Stags to look like those produced later on in the production life – this is when many stripes were added to the plain sided early cars and sill covers offered up as appropriate embellishments.

One other point about the alloys is that I have recently been shown a photo of a late car with a small black painted ring around the wheel outer. The car in question has done very, very few miles and has only had one owner to date. It is believed that this was an original finish and I have never noticed it before on other Stag alloys. Comments anyone ?

Date Stamping of Wheels

Anyone really interested in originality (not that many of you but enough for me to consider these things) it is always useful to be able to date your wheels.

The date of the alloys is cast into the wheel centre area as pictured above.

The date system seems to be that of a letter to indicate the month of manufacture (normally A = Jan, B = Feb, etc) with the last two digits of the year being used.

Hence, the example above appears to show that the wheels were made in June 1976 (these are on a car manufactured in October 1976)

I have not been able to find any date stamping on either the original wire wheels or the steel wheels. Although there are a three sets of characters on steel wheels, I cannot link any of them with a date. If you have an answer to that, don't hold back, drop me a line.

After Market Wheels

There are a multitude of different wheels, both alloy and wire types, available for use with Stag and you will see all types at one of our National Days. There has been no need to remake the steel wheels as these were often replaced with the Kent alloys and there must be plenty of steel wheel sets available should you want one.

However, the Kent alloys have been remanufactured and it used to be possible to tell the originals from the replicas as the originals have the valve position opposite one of the 'spokes', whereas the replicas had the valve position opposite one of the spaces between spokes. I understand that this has now been amended so that it is difficult to tell the difference.

However, as stated above, the original alloy wheels are dated and I do not know whether the casting date is replicated in the reproduction wheels – can anyone enlighten me ?

The other replica item which you may come across is the fitment of steel or stainless steel wheel nuts as replacements for the original alloy nuts. These steel nuts are normally domed rather than having a concave dimple but their fitment may well be an improvement as, over 40 years the original alloy nuts may well have suffered corrosion and may not be quite as effective as a new steel wheel nut. However, be careful of buying nuts without a small chamfer between the locating sleeve and the clamping face as they may not locate quite correctly in the wheel holes.

Peter Robinson

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MORE FROM SOC AT THE NEC



Well, another NEC Classic Car Show done and dusted. I felt this year was a great success, despite a small disagreement with the show organisers on setup day who wanted us to change our planned layout. Apparently, our planned layout breached rules, which in the 13 years I've been doing the organising has never reared its ugly head before. My response was of course – No Chance!

The 'Show Car' owners have covered a lot of the angles I would normally ramble on for hours about, so you'll be pleased to hear that I shall keep my comments short(ish).

The cost of attending this show from our point of view as a club is getting quite high and for the public the cost too is escalating. I have no idea where this will end. Will the show become unviable? Based on the amount of visitors, there's still life in the show yet but with ticket prices at £43 on the day (Friday) and £17 to park it's not a cheap day out. We'll see.

A huge thanks to our car owners. This year we had a cracking three cars on display and we shouldn't underestimate what a commitment it is to bring show cars along. An immense vote of thanks to you all guys.

I have to thank all of our volunteers too of course. Roger and Lesley Phillips, Paul Wright and Kate Coates, Dave and Margaret Buxton, Steve Buxton, Paul, Jane and Chloe Thomas, Sam Lapworth and of the SOCTFL contingent of Roger Kennedy, Paul Smith, Noel Sargent, Wayne Woolford, Russell and Pat Lewis. Without the help from these guys we would not be able to attend, it's as simple as that.

Enough of my chatter. Below are the views of the car owners, which will give you the flavour of a busy, exhausting but ultimately rewarding weekend that we all had.

Thanks again to all who helped us put on a very good show. 2024 is on us already and it will soon be time to start planning for November. If you like to display your car let me know.

Tony Lapworth
NEC Show Organiser

LET'S HEAR FROM OUR EXHIBITORS...

Danny Jones and Julia Slater:

Attending the show for the first time personally, this was also the first time I've had the chance to get my Stag out there and in-front of a discerning audience. There are a few stand-out things that I took away with me and that have defined the experience I had.

Firstly, the genuinely warm and friendly reception from the SOC organisers and club members alike; it was a pleasure to meet so many enthusiastic folks and I really appreciate the depth of knowledge and experience that the membership collectively has - I learned a huge amount



about the car which is going to be invaluable and I also now know who I can ask for help when I need it.

The second notable experience was to discover just how widely appreciated the Stag is. The number of visitors to the stand, that I spoke with, who confessed their affection for the Stag and, in particular, its looks and soundtrack. Several meaningful conversations were had with show visitors, including Colin Denton of "Classic Car Garage" notoriety (a Stag owner himself) about the car, what could have been and it's clear the Stag story is well understood. I was also surprised and encouraged to learn how many people are actively looking to buy a Stag. This was where I was able to be most useful in relaying my own experiences and I can't help thinking that healthy demand can only be a good thing!

My other key take away is more of a personal one. I had the pleasure of meeting one of the previous owners of my car. Having undertaken a fair bit of work to establish the history of the car, meeting Warren was fabulous and an amazing chance to learn first hand a great deal about my car's story. We've exchanged details and I'm looking forward to learning details of what happened to the car during his ownership and what he knows about its prior use. He also has a gold mine of pictures and documents that I'll also be able to have sight of.

In summary, a great deal of knowledge gained, relationships have been established and developed and lot's learned about my own car. Thanks to Tony and the show team for their commitment and all the hard work putting the show on. All in all, a weekend well spent!





Adrian and Michelle Planterose:

So, our impressions of the NEC? Owning a piece of rocking horse manure such as one of the two 4x4 Stags is an almost guaranteed ticket into most classic car shows in the UK. It's a Stag – but not as the huge majority know it.

The NEC show (wouldn't it be great if it wasn't at a time of year when there was some hope of not having to drive the car up the in the tipping rain?) is something else though, the sheer scale of it just cannot be ignored.

Thursday is setup day (cold in the halls with all the doors open). The car that was nice and clean when I left home – isn't so clean anymore after the near 200 mile drive in mostly light rain. The stand was mostly set up when I got there – so I helped with the last bits – and then the car goes onto the stand to be perched up on hydraulic scissor jacks (one under each wheel) so the particularly curious can have a good look at all the bits hiding underneath what appears on the outside to be a perfectly normal Stag. Only clues to what lies beneath are a subtle bonnet bulge (the engine sits an inch higher than normal) and a Ferguson badge on the rear number plate. Super helpful were the owners of the other two (immaculately restored) Stags on the stand. Well – either very helpful or acutely embarrassed by having a slightly mucky Stag sharing the stand with them



– so they gave the car a wipe over with some damp cloths and smarten it up a bit. Thanks for that guys.

Kickoff for the show is 9am Friday for the press, and 10am for the paying public – and Friday was pretty busy. I get mostly three kinds of people who stop by to have a look at the car and have a chat. The largest group is the “I never knew that a car like this existed”. The second largest group is the “I heard about this, but didn't believe it”. The third group is the “I heard about this, but didn't believe I would ever see it”.

Well folks, here it is – and it's for real.

Telling the same story endless times over the weekend of the history of the car and the 27 year ownership experience comes with the territory of owning a car like this – but I wouldn't change a thing about it. I know that I am privileged to have been a custodian of a piece of British motoring history for so long, and I love that people are interested enough to stop by and ask about it.

Oh – there is one more group I didn't mention – that's the “where did you get the hydraulic scissor jacks?” brigade. I did tell Tony (Lapworth – who organised it all) that he should have had words with the manufacturers and got himself on a commission referral bonus scheme.

If I thought Friday was busy – add another 50% to the flow of traffic on Saturday.

Sunday was definitely the quietest day – and the day when people who are there with their own car get a chance to have a wander round the show for themselves.

My car is one that I bought to drive – and drive it I do. The only time it's been on a trailer in my ownership is the day it was delivered. If it's going to show, it goes under it's own steam or not at all. And in case you wondered about the steam reference – whatever other problems (or opportunities if you want to look at it politely) I may have had with the car over the years – overheating has never been one of them.

So, the NEC. Would I do it again?

Too ...ing right I would.

Mick Moore:

Dave Green and I made an early start to our 3 hour drive to the NEC. In an effort to keep my Stag as clean as possible, we had thoroughly wrapped it after putting it on a trailer - paying special attention to the wire wheels!

We managed to arrive precisely at the 'time slot' we had been given to a scene of organised chaos. Only to be told by a very stressed security guard that we couldn't park where we needed to! After a bit of 'negotiation' I was able to unload the Stag while Dave went in to locate the Club Stand. Luckily this wasn't too difficult and we soon had the car on the Stand. After a quick polish, all was sorted.

We stayed at Martin and Theresa's Air B&B and had a great time. They are wonderful hosts and we thoroughly enjoyed their company.

On Thursday evening we went out for an Indian with Andy Phillips, who had travelled down from Scotland with some of his pals.

Friday was very busy on the Club Stand, with lots of interest in the three Stags. Time passed very quickly - I seemed to be talking to interested enthusiasts all day.

It was exactly the same on Saturday - we were on our feet from 8am and kept busy all day.

Sunday seemed a tad quieter so we were able to have a look round the rest of the Show.

When the show closed, we drove out with the roof down to find it was pouring with rain!

Three very long and tiring days but the organisation and preparation made everything go smoothly.

It was definitely worth it and we had a lot of fun - I'm very grateful to have been given the opportunity.



LETTERS TO THE EDITOR

YOUR THOUGHTS ON ALL THINGS STAG

RETURN TO SENDER

Thank you for publishing my letter about the temperature sender in last month's magazine. There is however a postscript to that story which may help new owners/members having difficulty with spares.

I purchased the new sender from Paddocks. Removing the old one was easy but the new one wouldn't fit as it was too big for the hole in the transfer housing. With the help of my fancy but underused digital micrometer I found that the new one was a full millimetre bigger diameter than the old one. I phoned Paddocks who measured some of their stock and confirmed that they were all the same – confusing!

My car, and presumably my engine, is very early (LD310), so maybe the transfer casing is a prototype or maybe from a different engine. Either way I was not about to remove the casing and drill it out. I am fortunate to be near a trading estate with multiple machine shops and found one willing to turn down the probe to match the original. The rest is as I said. I used a kettle to 'calibrate' and check the gauge.

I must be jinxed with sensors though because two months after I bought the car, 43 years ago, the oil pressure light came on. Working in electronics, in aerospace, I know that most faults are with sensors and senders. With fingers, crossed I changed the oil pressure switch and 40 years later it's still working.

Mike West (05018)

HOLD THE BACK PAGE

The splendid back-page photo in last month's magazine rang a bell. There's a similar one in Le Havre. I'm attaching a photo of it. I prefer the one with the 3 Stags though!

John Clayton



FIT FOR A KING

Winterbourne Down, South Gloucestershire.
May Day Carnival – Richard Worgan
transporting May Day King and Queen in
1972 Triumph Stag.

Richard Worgan (26157)

GRIT BLASTING CAM COVERS – A WARNING

I read with interest Peter Napier's article about grit in his engine. I qualified as a Tribologist (lubrication, friction, and wear!) many years ago, and although I left the sector to get involved in our industrial heritage I still read anything interesting I come across that bears on lubrication!!

Peter doesn't seem to say whether his Stag has an original, or a spin-on oil filter. If it had an original filter it would have been interesting to know what he found in the base of the filter chamber, and, indeed, on the filter element itself. It sounds as if the filter got choked up with debris and was being by-passed.

I've never been a fan of powder coating. It can look good, but unless you find a powder coating firm that are meticulous with the surface preparation (and that tends to be the expensive part of the process) the powder coating won't bond properly. Even with top flight metal preparation I would not want powder coating on the inside of any car engine or transmission component!!

You'll often find that a commercial seller of a second hand lawn tractor will tell you that they have refurbished the deck and had it powder-coated. I'll bet that in most cases you will find that the powder coating is wrecked at the end of the first mowing season. A second hand cutting deck needs far more time and effort to get the underside adequately clean for coating than most people would be prepared to pay for.

In my opinion there is no substitute for what I did to the underside of our Stag, which is horrible messy mechanical cleaning (mainly with power wire brushes)



followed by two coats of Galvafruid (not so easy to find, and expensive!!) followed by two coats of Chlorinated Rubber paint (as used on North Sea Oil Rigs). Now often referred to as Acrylated Rubber Paint, and also expensive --- though the best producers were ICI Paint Division, but their successors (Nobel Industries) don't make it, unfortunately!! For our current restoration project I have my Standard Vanguard Estate Car body shell on my Roto-spit, so cleaning and painting the underside is a far less unpleasant experience than it was working under the Stag on the 4-post lift!!

Chroming the Stag cam covers makes them a bit too bright and shiny for my taste, but there are some quite good heat-resisting spray paints you can use – again, very careful surface preparation is essential. Anyone got any other ideas for a surface finish of things like cam covers?

Ian Gibson (27338)

Following the mag article and a discussion on the forum we think there is a need to post in the next mag a clear warning about the dangers of grit blasting cam covers. Reading the article it wasn't obvious. Refer to the forum for more information.

Chris Spain

NORTHAMPTON-BEDFORD AREA CO-ORDINATOR

Hello all Northampton members. At the co-ordinators meeting in November last year as no Co-ordinator for Northampton has come forward a proposal was put forward to amalgamate Northampton with Bedfordshire so that Northampton members would have a local point of contact, the opportunity to be informed of local events and the chance to join in. If there are no objections sent to me (Eastern Region Co ordinator) or the Co ordinator Liaison Officer I propose to put this to the National committee to implement.

But if there is a willing person wishing to be a co-ordinator please contact me and I will give as much assistance to enable this to be set up.

Roger Kennedy



Thought for the Month Rupert Klaiber

“Strange times are these in which we live, when old and young are taught falsehoods in school. And the person who dares to tell the truth is called at once a lunatic and a fool.” *Plato*



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VINTAGE STONY GATHERING

STONY STRATFORD NEW YEAR'S DAY

Held each New Year's day, the Vintage Stony Vintage Car and Motorcycle Gathering is in its fourteenth year. I like to get out to this show as cars park along the main shopping street and in the market square.

The show attracts a lot of participants and although advertised as starting at 9:30 am, I was told to get there for 8:30 am to get a chance to park on the main street. Mo was not keen on an early start so I took my neighbour along arriving at the main street at precisely 8:36 am and was waved straight down the street only to see that Ken Symmonds and Howard Wright were already parked up just a few cars in front of me!



This event raises money for a good cause the Willen Hospice Charity by asking for a £5 donation from all the exhibitors.

Arriving early called for a cup of coffee and a breakfast bun which we found available at the Stony Bistro just a few shops down. Suitably refreshed we braved the cold but dry morning to walk around to view the cars. First walking the main street which by now was busy with walkers going up and down the street viewing and taking photos of the cars.

When we reached the top of Main street the road was now blocked off and all cars were being directed to the car parks at the back of the shops. We followed the traffic down to Market Square where they were squeezing in Pre war Cars and Motorcycles. Some very interesting vehicles with a Bugatti Transporter parked on the road and a Vintage Bugatti on display in the market square. Continuing along Silver street to the Cofferridge Close car park which by this time was filling up with some interesting Post War cars along with a further two Stags parked up.

As we walked back to main street we had no idea how the time had gone as cars were starting to leave down the main street with a marshal walking in front to usher the crowds of people to one side. When I got back to my Stag people were pushed up against it to allow cars to get through so I thought that might be a good time for me to leave as well before I got any damage to the paintwork with peoples coats...

Roger Kennedy



CRIEFF HYDRO

EUROPEAN STAG MEETING 2023 WHAT WE GOT UP TO NEXT...



Leaving Edinburgh, after the close of the European Stag Meeting we went to Alnwick, Northumberland for an overnight stay. We set the Satnav and followed the route via Holy Island – sorry to say that the tide was coming in, so we went as far as we could and then had to beat a hasty retreat. But we have the fridge magnet!

We also followed the road to Bamburgh Castle which looked superb but the castle was closed of course.

After breakfast the following day, we spent a couple of hours in Barter Books which is quite famous. They have over 400,000 books for reduced sale or barter and also some very rare ones too. It is located in a disused railway station /waiting room/ shed which has been extended and brilliantly used with murals depicting former railway employees at work and a café serving excellent food in the

old waiting room/ticket office. There is a train set running along the top of the bookshelves in one part of the shop. Really well worth a visit. <https://www.barterbooks.co.uk/> They even have the original 'Keep calm and Carry On' postcards for sale.

After this visit we drove to Craggside House and Gardens (National Trust) which was really fabulous. The weather brightened up and we spent 4 hours there. It is a house once owned by one of the first arms dealers and who was also a pioneer in gadgetry. It had a lift and electricity and lots of improvements which helped the day to day running of the house. Many famous people, such as a Shah of Persia and an Afghan Crown Prince stayed there and there is a huge collection of art and other rarities on display. The gardens are huge with many walks and different sections and lakes. We took the carriage drive which is 6 miles long and skirts through the estate.

We then set a course for Saltburn by the Sea via Hartlepool which was a fairly straight run and we spent a very pleasant 90 minutes in the Royal Navy Museum. <https://www.nmrn.org.uk/visit-us/hartlepool/>

It is really well laid out with the docks set out as they would have been in the 1800s. We followed the trail of a "Powder Monkey" a young boy who sailed on the high seas loading ammunition and helping with general duties and then we boarded the restored frigate, Trincomalee.

We arrived at Saltburn which is really at the end of a minor road, one road in and one road out with the main features being the beach, the funicular railway the Victorian Pier and the now famous fish restaurant The Seaview <https://theseaviewrestaurant.co.uk/>.





We had a fabulous table at the window looking out over the beach and pier. Truly superb and not expensive for what we ate.

We set off early, for Whitby along the scenic route. And parked in the Park & Ride. There is very limited parking in Whitby and it made sense to travel in by bus. The bus driver was very chatty and the tickets were cheap so we were soon in the centre of town and with a bus every 15 minutes you can't really go wrong! It was very busy and it is quite an attractive place with lots of boats and a road (swing) bridge connecting one side of the town with the other. It is famous for its connection with Mary Shelley and Dracula but that all takes place around the ruined abbey which we didn't visit. There were some interesting shops and more than a few strange ones but the famous firm of Hamonds jewellers had to be visited. They specialise in Whitby Jet have a number of shops here and also in York. They design and make all their own jewellery and there were some really beautiful pieces.

After getting back to the car park we set off for Robin's Hood Bay which is very special. It was a shame that the tide was in because we walked down the very steep main street hoping to see the rock pools and sand but not on that occasion. There is a lot of history here. It was a tiny fishing village and they had no running water until the 1940s. All the houses are clinging to the cliffside so putting in mains services must have been a nightmare.

We then meandered our way down the East Coast, paying a fleeting visit to Flamborough Head before proceeding towards



Hull and went over the Humber Bridge, which was quite an experience, heading down towards Lincoln on the A15. The overnight stop by the cathedral was an old merchants house and is rather rickety with some bedrooms in the house and others in an annexe.

We slept well as the Cathedral clock stopped chiming at 11pm!

Our first trip of the day was to take a guided tour around Lincoln Cathedral which was having an education day with lots of local schoolchildren. Our guide was very knowledgeable and we went all around the Cathedral which has a lot of history. After a walk in the town we headed to Bedford.

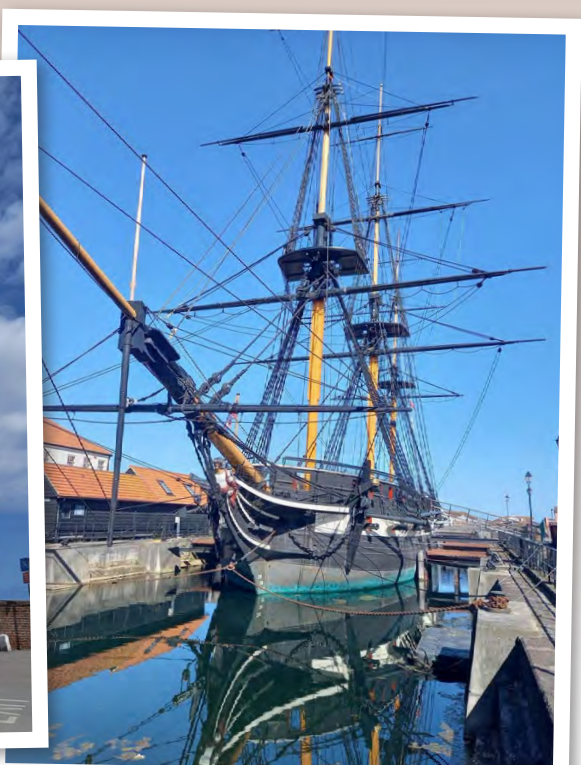
This was our last day on the road and we decided to go to Bletchley park which was only about 12 miles away. Our guide

had worked in the Royal Signal Corps and was very well versed in all things code breaking. It really was fascinating and we spent about 4 hours there without seeing it all. There was a party being shown around who had 4 armed security guards with them and nobody would say who they were! The guards were quite conspicuous with guns in their inside pockets! We left about 3pm and followed the Satnav home. Traffic was pretty bad on the A34 around Oxford and that took some getting through but the Stag's temperature never wavered and we got home around 5pm!

England (and Scotland) is lovely most of the time.

We have had a very good trip - we covered over 1200 miles and saw places we have never seen before. The petrol consumption over the entire trip was 29.3 mpg; not bad for a 47 year old car.

David Small



OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

NORFOLK

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 photos via WhatsApp.

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).

JANUARY we had no N&N meeting since it was on 2nd January & we felt you'd be partied-out! However, 6th FEBRUARY N&N will be at the Village Inn as usual.

NB. 5th MARCH Noggin 'n' Natter: During March the Village Inn are closing for a month for a total refurbishment. We have an alternative venue in mind but at time of writing (early January) we do not have exact dates. Watch for our emails & WhatsApp messages once we have a firm plan. April N&N will return to the Village Inn.

Martin Wells is pictured receiving his 'Unsung Hero' trophy from SOC President, Lesley Phillips. Next time you spot an appeal for candidates for one of the annual trophies awarded at the AGM, remember that it could be a Norfolk recipient just as easily as any other Area. Many on



our WhatsApp group (now approaching 50 folk – wanna join us?) will have thanked Martin for his prompt (& often very comprehensive) responses to their plea for help. Can you imagine being stranded at the roadside & being sent the relevant page of the Stag Workshop manual from Martin with tips on how to apply it? For some members they don't need to imagine it since it actually happened. Even the RAC/AA cannot do that! Martin also regularly helps SOC's Registrar (our own Peter Robinson) by alerting him to anything interesting or dubious emerging on eBay, Facebook, SOC Forum etc. He has helped flag-up numerous scams & saved potential purchasers of 'ringers' from being fleeced by scammers. Martin beavers away in the shadows expecting no reward – which makes this recognition even more warranted.

December N&N & Christmas Meal saw over 40 of us tucking into a lovely 3-course meal at the Village Inn for just £15/head! In the left foreground of the photo you can be excused for thinking we had a visit from Father Christmas. In fact it is local celebrity Peter Robinson who is an SOC Vice-President, co-Membership Secretary, Registrar & Historian. Since the AGM though, he is also Vice-Chairman of the national SOC Committee. Well done Peter for adding a further string to your SOC bow. Alan & Doreen reported that the AGM was a highly sociable weekend with an interesting meeting. Apparently a hot topic was still A4 versus A5 for the magazine.

Our local AGM, including elections will be held at the February N&N (at the Village Inn). So if you fancy joining the 2024 local Team just contact any of us as above to explore. We discussed past events including several of us visiting the Classic Car Show at the NEC. For the future, we were looking forward to our Games Afternoon in January. Also a planned long-weekend away in Yorkshire, a trip to the Muckleburgh Collection & EA Transport Museum amongst others. Details will be disseminated later via our local emails, WhatsApp &/or web pages. Check our Google Calendar for the list of everything we are planning – if you need help accessing it contact Kevin.

We were saddened to learn of the passing of Eddie Philpotts from Wymondham. Despite his advanced years & failing health, Eddie was undertaking a long-term rebuild of his Stag; year-round despite it being on his driveway! That's dedication to the Stag cause & we hope Eddie is now happily tinkering in the Garage in the Sky.

Tony Hart: During December we heard that SOC's Founder, Tony Hart had passed away. Upsetting news, some of us met Tony e.g. at national events or when he brought his Stag racer to Snetterton. He will be sadly

missed & we understand far more about Tony is elsewhere in this magazine.

Norfolk Party was under new management this year. Chris & Doreen stepped back from organising our legendary annual event, as did the Imperial Hotel (Yarmouth) maestro Nick Mobbs. Taking over were our own Kevin & Jan Mellor, aided by Peter & Jean O'Neill (plus quizmasters Martin & Monica Wells). For the Imperial, new Director, Grant Smith led his impressive team superbly. One of our members was subsequently heard to say 'This was one of the best Norfolk Parties yet' – so we have a nice new, winning team already

Friday evening: Sumptuous food was served in the Imperial's Café Cru followed by a surprise (to most of us) concert from the Halesworth Strummers Ukulele Group.



15 people dedicated to their craft & to sharing their evident delight in ukuleles with us all – wonderful. After Martin & Monica's challenging but enjoyable quiz & a Peter & Jean's hilarious game of 'Snatch the Parcel' we retired in the opening minutes of Saturday to prepare ourselves for Norfolk Party Day 2.

Saturday daytime: After an Imperial breakfast came a five mile stroll/tour of the historic Town Walls with a Blue Badge Guide. Yarmouth's walls are the most complete example in the country except for Chester which interested us & gave the exercise we needed after our food input.

Saturday evening: More superb food was served with military precision to our 63 diners. Afterwards Kevin's speech was shorter than we have become used to over the years of this Party! However since Chris was straining at his leash for the microphone he was allowed access to briefly announce the recipients of his trophy reflecting a person/couple who most positively impacted our Area in 2023. Not surprisingly new(ish) Co-ordinator Kevin (& Jan) Mellor popularly emerged as recipients & were suitably grateful & modest.

Moving to the Ballroom, to exercise-off some of the newly imbibed calories, dancing soon started to the Lowriders band <https://www.thelowridercityrockers.co.uk/> also on Facebook 'The Lowrider City Rockers'. Exceptional entertainers, the highlight of their set was a 'staggering'



See the interactive version of this magazine on our website, in the members area, to view this video

drum set including all four multi-skilled musicians on drums using luminous sticks. The crescendo-close was greeted by a roar from our crowd and can be seen on the interactive version of this mag in the members area on the website. www.stag.org.uk

Our raffle will benefit two local charities, being Parkinson's & Prostate Cancer Care. We want to thank everyone who generously donated dozens of excellent prizes tonight. Two pictures, two hampers, a professional pond pump & a Stag oil change including consumables were so generous that Kevin decided an auction was warranted. The overall result was raising over £500 i.e. £250+ per charity. It was achieved solely thanks to our members' generosity. In the very early hours of Sunday we all retired for a well-earned rest.

Sunday morning: After another brilliant Imperial Breakfast, there was much hugging, handshaking & praise for the event as we said our goodbyes until next year. However, some took advantage of the pleasant January morning for a brisk stroll along Yarmouth's Golden Mile. This Party was another milestone event from the Norfolk SOC Team & Kevin spread the news of his early morning negotiations. We were so impressed by Lowriders that he & Peter immediately signed them up for next year's Norfolk Party, which will again be at the Imperial Hotel from January 10th to 12th – note your diary now.

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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Dec Natter and Noggin
 As no Christmas dinner had been planned and our return to our natter and Noggin venue were not doing Xmas meals I arrange an impromptu meeting on the second Thursday of December to move a bit away from Christmas for a pre Xmas drink and was surprised by the number in attendance. Discussions apart for members plans for Xmas the discussion was varied but with majority of those in attendance were senior it was interesting how the conversation moved to ailments and the number of tablets we were all taking. Made me laugh. Some plans for work on our Stags, a report on the attendance at the National AGM in Gloucester, who was planning on going to Stoney on New Years day and the forthcoming 2024 events.

National AGM and Dinner at The Mercure Gloucester
 I like to make an early start and wanted to arrive on the Saturday in time for the co ordinators meeting in the afternoon before the evening dinner. Having checked the car over the day before and filled with petrol we set across country using a lot of B roads on a sunny day enjoying how the Stag should be used. On arrival at the Hotel I saw other Stags in the car park but was too early to book into our room but went into the lounge where other members had congregated. I left Mo with a coffee and joined the other co ordinators for the meeting. The main subject raised was on the size of the magazine and proposal to revert back to the A5 format. This discussion was also discuss at length at the AGM the following day with many proposals put forward but was left for the new committee to resolve in the new year. The evening was the dinner which we were joined by Ray and Jane at the table. After the dinner we were all entertained by a ventriloquist a very good choice as it meant that those who usually depart to the bar stayed and enjoyed the show. I must say it was a very good change. The Following morning Ray and I attended the AGM leaving the girls in the lounge. This was a report from the officers and the financial status of the club again with a lengthy discussion on the merits of the



size of the A4 over the size of A5 as mentioned above. The Meeting finished on time for us all to enjoy the Sunday lunch before heading home. Ray started by following me on a very wet and miserable journey home compared to Saturday before he got held up at traffic lights.

New Years Day at Stoney

Again another early start for me. It was good to catch up with some old friends and Beds Area members. Hopefully my report with a load of pictures from the day are elsewhere in the magazine

Future Natter and Noggins

Beds Area Natter and Noggins are held on the third Thursday of the month from 7:30 until closing time (about 9:30/ 10ish) at the Bowl Caffeine and Machine on the B530 north of Ampthill past Lockheed Martin Address 1 Ampthill Road, Houghton Conquest, Bedford MK45 3 JP.

What's App group.

Again the what.s app group has been very active but I must remind you all to try and keep the subject matter to Stag related posts for events, Help with Maintenance etc and we do not want any political or other irrelevant information. Otherwise we will continue to loose members participation.

<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

- ✔ January 18th Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ February 10th Saturday Drive Your Triumph Day
- ✔ February 11th Sunday Triumph Spares Day Stoneleigh
- ✔ February 15th Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ March 10th Sunday Coffee and breakfast meet Caffeine and Machine the bowl MK45 3JP 9:00 onwards
- ✔ March 21st Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ April 9th Tuesday Oakley sports and social club car meet (prov) 5:30pm onwards
- ✔ April 17th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ April 18th Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ April 21st Drive it Day Coffee and Cake run Building 14 The Depot Weedon NN7 4PS
- ✔ May 14th Tuesday Oakley sports and social club car meet (prov) 5:30pm onwards
- ✔ May 15th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ May 16th Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ May 19th Sunday Chiltern Hills Rally Weeden Park Aylesbury HP22 4NN
- ✔ June 9th Sunday Luton Festival of Transport
- ✔ June 11th Tuesday Oakley sports and social club car meet (prov)

- ✔ June 19th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ June 20th Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ July 9th Tuesday Oakley sports and social club car meet (prov)
- ✔ July 14th Stag National Day Brands Hatch
- ✔ July 14th Sunday Kimbolton Country Fayre & Classic Car Show PE28 OEA
- ✔ July 17th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ July 18th Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ July 21st Classic Car FunDay at Jardine JLR Milton Keynes MK15 ODQ 10:00 am
- ✔ 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 Caffeine and Machine the bowl MK45 3JP
- ✔ August 18th Sunday Flitwick Lockdown Car show
- ✔ August 23/25th Silverstone Festival
- ✔ 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
- ✔ September 19th Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ October 17th Natter and Noggin Caffeine and Machine the bowl MK45 3JP
- ✔ November 21st Natter and Noggin Caffeine and Machine the bowl MK45 3JP

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

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HERTFORDSHIRE & N. LONDON

All of us at the H&NL area wish all of you a happy, healthy and prosperous new year.

The first H&NL meet of 2024 was characteristically well-attended, with eight souls along, including myself. Pete showed us some photographs of his Stag restoration project, which seems well in-hand down in the south-west. As invariably happens when you get into a car restoration, some nasty surprises surface that need attention and drive up the cost. Nevertheless, the end result will be worth the time, money and effort. It must be ready in good time for Pete's daughter's wedding too. No pressure.

As I type, our local members are looking forward to our end of January Christmas (2023) meal, which I have come to consider as more of a meal out and social

evening. This year, we are going to try The Red Lion in Marsworth, near Tring, Hertfordshire. Either Pete or I shall report on proceedings in time for the March magazine. One of our members works there part-time and it comes recommended. Indeed, The Red Lion may become our regular haunt in the coming months.

Why not join our merry band of Triumph Stag devotees! We welcome new members and visitors from other areas alike. Our monthly meets are held at The Golden Eagle in Ashley Green, between Berkhamsted and Chesham, and not far off the A41. We meet from 7pm onwards. What are you waiting for!

DIARY DATES

- ✔ Our traditional late, late Christmas social is to be held on Saturday 27th January 2024. We meet at 19:00 for a meal at 19:30. The venue is The Red Lion in Marsworth, near Tring, postcode HP23 4LU.
- ✔ Thursday 1st February – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 7th March – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Other events TBA – watch this space

Paul Harrison

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ESSEX

Happy New Year to you all. Christmas Do went well and a massive thank you to Marilyn for organising the raffle, really appreciated. Thank you to Faversham's for the top prize, very much appreciated. I just need to find another venue for next year being there is a change in pub ownership.

This year kicks off with this month's traditional Frostbite Run and by now I will have had names and numbers following my email going out. Let's hope for good weather and to see if we are as lucky as last with soft tops down.

March will be a quiet club night as usual

April is our busiest month with club night being our Quiz night organised by Marilyn, thank you in advance. We also have Drive it day being kindly organised by Bob, thank you also in advance. Emails will be going out very soon to assist with the organising etc.

The rest of the events are shown at the end of this write up.

As I said last year, with area members clearly being involved in events has proved to be a great success and if anyone wishes to discuss an event they would like to run with my full support, that would be fantastic for 2024. With work getting in the way of my social life and time, any support appreciated. Thank you.

So, between now and the Frostbite Run, lets ensure the Stags are ready to for the season and no doubt some of you will have had polish or a new sponge given to you as



a Christmas present so now is the time to make full use of them.

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 along 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

- ✔ February 2nd – Club night, Old Windmill
- ✔ February 19th – Frostbite Run
- ✔ March 2nd – Club night, Old Windmill
- ✔ April 6th – Quiz Night, Old Windmill
- ✔ April 23rd – Drive it Day
- ✔ May 4th – Club night, Old Windmill
- ✔ June 1st – Club night, Old Windmill
- ✔ June TBA - Summer Picnic Run
- ✔ July 2nd – Hyde Hall Car Show
- ✔ July 6th – Club night, Old Windmill
- ✔ August 4th – Club night, Old Windmill
- ✔ August 25th – 28th – Long Weekend away in Bedfordshire
- ✔ September 7th – Club night, Old Windmill
- ✔ September TBA - Night Run
- ✔ October 5th – Club night, Old Windmill
- ✔ October TBA
- ✔ November 2nd – Club night, Old Windmill
- ✔ November TBA – AGM
- ✔ December 7th – Club night
- ✔ December TBA - Christmas meal, raffle and awards

Andrew Smith

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CAMBRIDGESHIRE

Our Christmas gathering at Johnson's of Old Hurst didn't get off to the best of starts, when Ken phoned to cancel, he had a streaming cold and didn't think it fair to share, thanks Ken and Jeanne you were missed. Further disaster struck after we'd arrived at the venue, when Sue Cheffins tripped in the car park and was concussed. The Johnson's first aiders were soon on the scene and provided immediate assistance, ensuring Sue was kept warm and safe while waiting for the ambulance, which arrived very quickly. The Paramedics decided Sue needed to go the A&E for assessment, with Andy following in their car. On arrival at A&E and after assessment it was agreed Sue didn't need to be admitted and was allowed home. Not the best of starts to Christmas.

Although this put a dampener on the day, it didn't stop 19 of us enjoying an excellent meal, with the turkey and venison reared and slaughtered on Johnson's farm, everybody agreed it was one of the best Christmas meals we have enjoyed. Hopefully, we will visit again in 2024, when those who missed this year's meal will be able to enjoy Johnson's food and hospitality too.

I did enquire whether Crocodile ever featured on their menu, as they had clearly been breeding well. The last time we visited Johnson's there were probably a half-dozen crocs, this time there were many. I was told that they are culled to control numbers and do feature on their menus during the year, along with Ostrich and both should feature on their Valentine menu, is crocodile an aphrodisiac?

With all the rain the New Year Day meeting at Barrington was in doubt, but with a dry day forecast and strong winds to dry the grass, the event was given

permission. In reality the organisers new cars would turn-up and park on the Green and it would be better to have some control over numbers and driving. Historic cars were advised to arrive before 12:00, after which other "classics" would be allowed, if space was available. As it was the Green was well filled with historic vehicles well before midday, fortunately the weather was kind, sunny but cold.

I counted 8 Stags but I think there were more scattered among all the cars, thanks to all the Cambridgeshire members who attended. There was also a good turn-out of Jaguar Owners with several XJs and E-Types. Overall a great display of cars, including classic Rolls-Royces, an Amilcar dating from the 1920s to the oldest Triumph, although that was a 1918 motorbike! Somewhat different to a modern Triumph motorbike, but one thing in common with a Harley, belt drive. Always a great turn-out and a chance to let the public view the cars we all love.

Keep driving and enjoying your Stags.
Rod

DIARY DATES

✔ N&Ns – Our monthly gathering, when members gather for drink and chat, many also enjoy a meal. It's a chance to meet fellow Stag owners and their partners, to talk over Stag problems, if any any, and plan future events. Over the winter the N&Ns will be held on the 3rd Sunday of the month, check your emails for date and venue or contact me if I don't have your email address.

Rod Kennedy

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SUFFOLK & N.ESSEX

I hope you all had a good festive break. Welcome to the New Year, let's hope it's a good one. Unfortunately we missed the Christmas meal at the George way back in December due to a bout of the dreaded Covid (I thought it had gone away) but 30 members had by all accounts a great evening with good food and great company. The secret Santa made an appearance, hopefully getting Christmas off to a good start.

Our January N&N falls just after this month's deadline so something about that next time. I have listed a few items for our proposed calendar below. This is still in draft so get your thinking caps on and send in your ideas for events to attend and drives for us to enjoy so we can have a full programme to get the most from our Stags this year.

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/>

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DIARY DATES

- ✔ 7th February N&N The George. Hintlesham IP8 3NH
- ✔ 6th March N&N The George. Hintlesham IP8 3NH
- ✔ 3rd April N&N The George. Hintlesham IP8 3NH
- ✔ 11th February MG & Triumph Spares Day
- ✔ 21st April Drive it Day
- ✔ 5th May Ipswich to Felixstowe Road run (book direct using form £20 per car)
- ✔ 26th -27th May East Anglian Railway Museum (27th? Numbers ASAP)
- ✔ 14th July SOC National Day Brands Hatch (Details in Mag)
- ✔ 14th July Culford (Alternative for those not going to National Day)
- ✔ 1st September Classics at Glemham (Club Booking)

SUFFOLK AREA WEBPAGE

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

Tim Hart

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NORTHANTS

New Co-ordinator required

Please contact the Regional Co-ordinator

See notice on page 29 of this magazine

OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

James Scott scottysxr@gmail.com

Mob: 07970 206829

NOTTS/DERBY

December Meeting and Christmas Fuddle

The final meeting of the year is generally the busiest, but for some reason, this time it was quieter than normal. When I say quieter, I mean fewer people, it certainly wasn't a quiet evening.

As always, those who said they would cook / buy/ provide food did a superb job as did those who donated for the raffle hampers.

The money for charity raised on the night was £100 from the raffle and for the cushions and in lieu of Christmas cards, another £90. We have £75 held over from Area Day plus what is held in the kitty from monthly meeting raffles. A decision on where the money goes will be made at the February meeting and Area AGM.

We also awarded the Malcolm Stanley Trophy for the first time since 2019, the pandemic being the main reason. For newer members, this trophy was given to us by Angela Stanley in memory of her husband Malcolm who was a very big part of the Notts Derby Area and it is given to the member the rest of us feel has done the most for the Area over the year, members at the meeting were given a piece of paper to write their nomination on and the overwhelming result was for Beccy and all the work she has done over many years, certainly as long as I have been involved. Malcolm had a red Stag, his favourite colour, so it



was fitting that the trophy should be a red Stag mounted on a plinth.

Hopefully over the next year we will see some of you who we don't see very often. Please don't feel you need to attend every meeting to be involved, just whenever you can, we all have family and / or work commitments which can get in the way.

If anyone has any ideas for shows, events, places to go, anything that might be of interest, please let Phil know and it can be added to the ever growing list. New ideas are always welcome.



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 wants to join our area WhatsApp group, please get in touch with Andy Williams on 07917 876292. There are currently 31 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 6th March 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

*These dates are provisional and need to be confirmed

- ✔ 10th February Drive Your Triumph Day
- ✔ 11th February MG and Triumph Spares Day, Stoneleigh Park
- ✔ 22nd – 24th March Restoration Show NEC
- ✔ 21st April Drive It Day
- ✔ 4th – 5th May Donington Historic Festival
- ✔ 5th May Thorsby Hall
- ✔ 5th- 6th May Papplewick Pumping Station Classic Cars
Booking via Papplewick website
- ✔ *11th- 12th May Ludlow Spring Festival
- ✔ 19th May Tally Ho Classic Car Run www.crookedspire-classic.co.uk
- ✔ *1st June Coventry Motofest
- ✔ *9th June Rolleston Transport Festival
- ✔ *9th June Nottingham Motor Show
- ✔ 16th June Crooked Spire Classic Run www.crooked-spireclassic.co.uk
- ✔ 23rd June Standard Triumph Picnic, Walton Hall, Warks
No booking required

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

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WARWICKSHIRE / LEICESTERSHIRE

 APPY NEW YEAR.

Let us hope for a very good 2024 with lots of top-down driving to be had.

We had a couple of enjoyable Christmas meals, one at the Cocked Hat and one at the Charnwood Arms. Not

much else to report of course at this time of year except the NEC. See report in the magazine.

GT6 hasn't progressed much what with Christmas, rain and another dose of Covid.

2k has moved on and we are almost there with her. Gearbox issue turned out to be a bad throttle position sensor sending random readings to the computer. Good old Ebay products eh! Beware of auction websites selling garbage.

We have a couple of special birthdays to celebrate in February. Both Rod and Freda Scholey have reached the marvellous millstone milestone of 80 years of age. Congratulations to you both.

Also, we would like to wish Nigel and Cathy Edwards all the very best for their future down south. We will miss them.

Keep an eye on the magazine and emails from me telling you what we're planning and come on you Warwickshire/Leicestershire get those cars out and join us on our adventures. Drop me an email if you want to be included in my area emailing list.

We also have a WhatsApp group now. Let Di know if you want to be included on that too dragonsnap192@outlook.com

DIARY DATES

- ✔ WARWICKSHIRE –Our regular monthly meetings will be held on the first Tuesday evening of the Month at the COCKED HAT, Rugby Rd, Binley Woods, Coventry CV3 2TA 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. Just turn up, £5 per car.
- ✔ 2nd Thursday of the Month – Southam Meet. Just turn up.
NOTE we now have a WhatsApp group, so if you want to added just let Di know dragonsnap192@outlook.com
- ✔ February Sat 10th – Drive Your Triumph Day – Drive out ending up at the British Motor Museum, Gaydon.
- ✔ February Sun 11th – MG/TRIUMPH Spares Day at Stoneleigh.
Tone and Di

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

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WORCESTERSHIRE

At our AGM Howard stepped down as Co-ordinator and was awarded a gift in recognition of his service to the club, and Val was given a large bunch of flowers. Thank you both for all your hard work.

So now I'm your new Co-ordinator, I'm not sure how that happened. I've been in the club now for 20 years so it's about time I started earning my keep!

This is my first report and it's a quiet time of year but plans are already being put in place for 2024. We started December with our Christmas Dinner. About 35 of us went to The Crown and Sandys at Ombersley. We had an excellent meal and, as usual, spent most of the evening just talking.

At our January N&N we have agreed to move our meeting to a Saturday morning to avoid the dark nights. It will take the form of a breakfast where you can choose what you want from the menu, followed by the meeting. We will revert back to evening meetings once the clocks have changed.

But we've also been planning the calendar for 2024. We already had our French holiday in the diary for May, and we've now also added a holiday to Cornwall in April and Northern Ireland in September. All the reserved rooms have been booked, but if you're still interested, I'm sure the hotels could fit you in.

We've also planned runouts for February, April and May so there will be a lot going on.

I will be sending out a Diary of Events each month so you can keep up to date.

I look forward to seeing you all soon.

Paul Catterall

DIARY DATES

- ✔ 3rd Feb (Saturday) - N&N 10:00 for 10:30, The Oak
- ✔ 10th Feb - Drive your Triumph Day
- ✔ 22nd Feb - Snowdrop walk, Upton Wold Farm

- ✔ 9th March (Saturday) - N&N 10:00 for 10:30, The Oak
- ✔ TBA March - Skittles v's South Birmingham
- ✔ 4th April (Thursday) - N&N 19:30 for 20:00 The Oak
- ✔ 8th April - Cornwall holiday
- ✔ 21st April - Drive it Day

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

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SOUTH BIRMINGHAM

Noel's Notebook

Firstly, happy new year to all the club members. Let's hope 2024 is a year where the weather is kind to us, our cars are problem free, we can enjoy getting out and about in them and enjoy the drive. Well we can dream can't we!

The last event for us in the South Birmingham Area in 2023 was of course our Christmas Dinner held on the 16th December. The event in the past has always been a most enjoyable and well attended. This one was no exception. A total of 38 members and their partners came along and enjoyed the excellent meal and the good company. Much nattering and laughter was a highlight of the evening, coupled of course with a few bevies.

The smiling faces in the photographs show how well the event went.

In all other respects there was no other club activity during December as people prepared for the festive season, writing cards, trying to decide what to buy for presents and all the other delightful task that must be completed before the 25th. So let's look forward to bringing our cars out of hibernation and getting them ready for the 2024 season.

Our January N&N meeting was delayed by a week



because our normal venue was closed on the 2nd January. Then meeting was reasonably well attended and as usual the January meeting included the election for Co-ordinator and Deputy Co-ordinator. The results were:

Co-ordinator

James Scott. Proposed by Peter Harris and seconded by Pat Lewis.

Unanimously accepted.

Deputy Co-ordinator.

Noel Sargent. Proposed by James Scott and seconded by Alan Cambridge.

Unanimously accepted.

DIARY DATES

- ✔ February 6th N&N N&N, Robin Hood, Drayton, DY9 OBW
- ✔ February 11th MG and Triumph Spares Show, Stoneleigh Park, Warwickshire, CV8 2LG

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

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SOUTH CHESHIRE / NORTH STAFFORD

Hello there, we are waiting for the Classic shows calendar to be announced for 2024 i.e. Cholmondeley Castle and Capesthorpe Hall, Cheshire. I shall let you know when these events are taking place in 2024.

On a more serious note I have to inform you that the lovely Della Garlick has passed away, its so sad, she was one of the nicest people you could wish to know, she was always such good fun to be with and we shall all miss her very much.

Here's hoping for lovely weather for all the Classic Car Events. See you there, Judy.

Judy Harrison

Tel: 0161 748 4608

SHROPSHIRE & SOUTH STAFFORDSHIRE

Hi all, Hope you all had a great Christmas and the new year is a good one for you.

Well as you have probably noticed the group has had a name change we are now Shropshire and south Staffordshire this was done as it better geographically represents the groups location.

We had our Christmas dinner that was well attended and enjoyed at The Lamb in Edgmond. This is currently our monthly N&N venue on the second Tuesday of the month, we are still looking for a more suitable long term venue.

Steve Ellison

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OUT & ABOUT

NORTH EAST

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

NORTHUMBRIA

On 29 December the photo shows 6 members successfully escaping relatives, paper hats and leftover mince pies to meet for N&N at The Robin Hood in Murton at the same time as Ian F was taking delivery of his prized new largely original inca yellow Stag; we hope Ian will attempt some of the drives below as his car is well worth a look!

In addition to the two large north east public classic car shows at Thirlestane Castle (2 June) and Newby Hall (21 July), our bespoke 2024 events for members listed below will all be convoy drives (with RV options depending on where individual members are coming from) to some really fabulous historic venues, most of which are NOT open to the public. Northumberland has more castles than any other county in England and so in 2024 you will have the opportunity to drive your Triumph to some castles and country houses which you haven't visited before! We will aim to spend up to 90 minutes at each venue, enjoying coffee & scones, meeting the owners, enjoying the gardens, presenting our classic Triumphs, taking incredible photographs against unique historical backdrops and in some cases enjoying short bespoke tours given by the

owners of the properties. Because there is no formal 'entry charge' we have agreed with the property owners that we will make a charitable donation. We have usually done this voluntarily in the past and this will be a more regular feature of our 2024 activities with the chosen charity being agreed with the owners of each Estate in advance.

Members from other Areas are especially welcome on all of our bespoke drives and we hope all members will not only enjoy burbling through picturesque country villages in convoy with other Triumphs but will also find the historic venues interesting and well worth visiting. Venues are not named below in the magazine for reasons of privacy but of course details will be shared with members attending on WhatsApp/email closer to the events.

DIARY DATES 2024

- 3 Feb – (Saturday 14.00hrs) Area AGM at Duke of Wellington, Newton
- 23 March – (Saturday) drive for coffee & scones to privately owned Grade 1 listed 14th century Gothic style Castle in the south Tyne valley west of Hexham which played an important role in battles between the English and the Scots. During World War II until 1948 there was a POW camp for German Officers in the grounds and the remains of the camp are still visible. A memorial plaque was erected at the former entrance to the camp.



- ✔ 21 April – Drive It Day - drive for coffee & scones to Grade 1 listed Castle once owned by the Earl of Northumberland, already a ruin by the 16th century but now fully refurbished as a luxury hotel; to include private tour of and photos from the battlements; hopefully coordinating arrival with TR Register members on their Drive It Day at the castle.
- ✔ 19 May - drive for coffee & scones to a very private family owned country house and stable block built around 1800 on the secluded north banks of the River Tyne west of Bywell
- ✔ 9 June – drive with TR Register (and our drone pilot) for coffee & scones and free barbershop entertainment to large family owned Grade 1 listed Gothic revival style Castle near Hexham based on a 17th century mansion with unparalleled views across the Tyne Valley.
- ✔ 30 June – drive to Woodhorn Colliery museum; to include private guided tour of colliery buildings where 2,000 men mined 600,000 tonnes of coal a year; the 'Pitmen Painters' art collection shows what life was like for miners from Ashington in the 1930s; café and photo opportunity in front of impressive original colliery winding towers.
- ✔ 14 July – drive through spectacular Northumberland countryside with TR Register to park for photos in front of fabulous 17th century grade 1 listed private country house incorporating a 14th century pele tower near Whittingham in north Northumberland for coffee & scones, private tour led by current resident who is a historic car enthusiast, small museum and unique photo opportunity from the castle roof.
- ✔ tbc – drive for coffee & scones to park in front of a grand Georgian neo-classical private 19th century stone country house with views over Budle Bay near Bamburgh; the property was once owned by the captain of HMS Bulldog which captured U-110 and seized its Enigma cypher machine with codes during WWII.
- ✔ August 25th – 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
- ✔ 19-22 Sept – Isle of Man Festival of Motoring organised by SCT
- ✔ Sept tbc – Beamish Museum Classic Car Show organised by Necpwa
Roland & Brian

Roland Tate
rolandtatetcf@gmail.com

CLEVELAND & CO DURHAM

If you have a look at Northumbria's section you will see that Roland has organised a number of drives to various destinations during the year, we are invited to join with them, I'm sure they will be well

worth considering. Assuming there is interest here we will arrange meeting points in our area.

DIARY DATES

- ✔ April 21st Drive it Day
- ✔ May 17th to 19th North Yorkshire Triumph Weekend, book directly with Grouse Hill.
- ✔ May 26th Thornton le Dale www.tdsacarshow.com
- ✔ June 2nd West Hartlepool Rugby Club
- ✔ July 21st Newby Hall www.necpwa.org

IMike Reeve

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WEST YORKSHIRE

In November John and I made our way down to Gloucester to attend the AGM, it's always good to meet up with members from the different areas the big discussion this year was the lack of people wanting to take on the roll of coordinator. It was put to us in the coordinators meeting, "did we think an area could run without a coordinator"

This led to quite an interesting discussion with one or two saying that they managed ok they just put on what's app or email where they were meeting and when, however when pressed it did appear that one person was responsible for doing this raising the comment that there still seemed to need one person to coordinate it, we left it there.



After the meal on Saturday, we were entertained by a ventriloquist she was so funny and talented she had everyone in fits of laughter a real treat.

After a hearty breakfast on Sunday morning, we made our way to the meeting. Then after a tasty lunch we headed back up North.

On November 24th we went to the Harlow Carr glow, this had been ably organised once again by Jennifer, we met at the Pine Marten for an early dinner then we made our way to Harlow Carr. The lighting of the gardens was spectacular with each area being lit in different colours and themes, the Hot chocolate, mulled wine, and cakes were very welcome after walking around in the cold night air, but at least it wasn't raining.

At our Natter and Noggin in December we had our now annual Christmas Fuddle, Julie organises the quantity and variety of food so we have a wide selection of goodies to feast on. Thanks go to Ken and Steve who opened the club house early, set up the tables and put the heating on. As everyone was champing at the bit to get at the food I kept the meeting very short a record 10minutes.

DIARY DATES

- February 17th Bowling at xscape WF10 4TA 5pm for a 5.30 start

- February 29th Quiz at Netherton social club WF4 4HQ
- March 5th N&N De Lacey club WF11 9EP
- April 7th April fools run
- April 21st Drive it Day

Wendy Phillips

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NORTH YORKSHIRE

Andy Maughan

Mobile: 07762 543920

asmaughan@ntlworld.com

LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required

Please contact the Regional Co-ordinator

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OUT & ABOUT

NORTH WEST

Regional Co-ordinator:

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MANCHESTER / NORTH CHESHIRE

Greetings all and welcome to 2024.

Having spent an interesting weekend at the SOC AGM & Coordinators meeting in Gloucester at the end of November, (I am sure there will be a report somewhere in this magazine) my car suffered a breakdown on the return journey. A classical electrical failure, which left me stranded at the side of the M6 motorway late Sunday afternoon. Thankfully a quick response from my recovery company and a very helpful patrol man provided a temporary solution to get me home, with him escorting me to the door to ensure my safe arrival. After much poking around, with advice and assistance from local members, I am hopefully in a position to use the car again once the salt has been washed from the roads. A faulty ignition switch seems to be the main cause; although there could be something else lurking in the wiring somewhere.... only time will tell. Weirdly, John & Sally Chadderton suffered something similar on their way home the following day, but theirs seems to have been resolved a bit more quickly than mine!

I had an invitation to go out on New Year's Day, so took



Vera and Brian meeting up in Perth, Australia

the opportunity of a bright sunny morning to collect RKY and give it a decent run out through the countryside to meet up at a The Raven cafe near Whitchurch, for a late breakfast. A nice selection of Stags and other Triumphs enjoyed the trip and we were well fed before setting off home. The outing proved a great boost for the cars and occupants after being stuck at home for a while.

Meanwhile, it is now back to planning for our Area AGM in early February and starting to sketch out the events for the coming season. I hope we will get suggestions for



The New Year's day run out

something a bit different to put in the diary, so please get your brains working and message me with any thoughts you may have.

Regards, Nick

DIARY DATES

- ✔ February Sunday 4th Meeting and AGM at Rixton
- ✔ February Sunday 11th MG & Triumph Spares Day, Stoneleigh
- ✔ March Sunday 10th Meeting at Rixton

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

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WEST LANCASHIRE

I have been away in New Zealand for much of the run-up to Christmas. However, I have been able to put together a provisional programme of events for 2024.

I have no details yet of the potential first event of the year which we usually attend, the Wirral Classic Car Club's show at Claremont Farm. The other provisional dates are as follows:

DIARY DATES

- ✔ Mid-May? Claremont Farm
- ✔ 26th/27th May Capesthorpe Hall
- ✔ 1st/2nd June Tatton Park
- ✔ 7th July Lydiate
- ✔ 14th July Caerwys
- ✔ 21st July Capesthorpe Hall
- ✔ 28th July Bodrhyddan Hall
- ✔ 11th August Claremont Farm
- ✔ 17th/18th August Tatton Park
- ✔ 25th/26th August Capesthorpe Hall
- ✔ 26th August Prestatyn
- ✔ 1st September Arley Hall

If anyone is aware of any other potential events in NW England or North Wales, please let me know. I know there may be a few in North Wales.

Nigel Cross

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NORTH LANCASHIRE

Hi all and a Happy New Year to you all. The start of a new year is here so here are the details of our last 2 months of 2023.

As I reported back in November the pub we use for our N&N's put on a pie and chips night for us before our

November meeting, and a very successful night it was both the food and company was excellent.

The other event we had was our Christmas Lunch at the Calfs Head at Worston, again a very successful event with 23 of us sitting down to an excellent Christmas Dinner. Unfortunately I don't have any photo's for inclusion (everybody enjoyed themselves too much to remember to take photos). This was the last event for 2023. I would like to thank you all for making it such an enjoyable year especially Phil for his work as Deputy Mick and Pauline for their work planning our Wales trip and Ted for all the work he put in on route planning and satnav programming.

We had our January meeting last night it was a bit cold but we still had 8 of us there for a good chat. Aarons green stag should be back in service in a couple of weeks after recommissioning and head gasket leak fixed, he will then be one of our rarer members to have a stag for each foot. John is in the process of cylinder head rebuild on his second Stag hopefully another member with a stag for each foot soon. Brian is in the process of upgrading to tubular manifolds and sorting his cylinder head out lets hope it is not too big a problem, anyway there is still some time before our first event, which is usually Drive it Day but there may be an earlier event at Cleveleys, I will let you know details as soon as I can.

As I said in the last magazine our February meeting will be our AGM I am arranging another Pie and Chips event at 7:00 pm before the AGM which will start at 8:00pm. If anyone wants to take over as co-ordinator or Deputy let me know before the meeting and I will put it on the agenda. We will also be putting together the bones of this years events programme so let me know of any specific events you want to include.

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

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NORTH WALES

Hi to all
I hope you all had a good Christmas and a happy new year and that Santa brought you what you wanted

Should any of you have an idea of where you would like to go next year if you can pass them on to me, I will have a look at them and work out something.

Many thanks until we meet up again Peter

Tel: - 07830 194747

DIARY DATES

- ✔ February 6th N & N at the Plough St Asaph

Peter Tolhurst

Mobile: 07830 194747 northwales@stag.org.uk

OUT & ABOUT

SOUTH CENTRAL

COTSWOLDS

Meetings are held on the last Wednesday of the month from 7pm, currently in the Golden Heart at Nettleton Bottom. Located on the A417 near Birdlip, the postcode is GL4 8LA.

A New Year and no Stag! Still languishing in a body shop despite assurances of a swift turn round and being done by Christmas, there was no first of January drive for me and the kind offer of a lift in one had to suffice. Happily four local Stags joined a newly arranged gathering which also included several TSCC members. It's always interesting to ride in, or drive, a different Stag as they vary hugely according modifications and their own little foibles. One advantage of removing the rear seats to protect from overspray (how do they manage to get paint everywhere?), was being able to pinpoint a transmission clunk to the propshaft area. More expense! Less so was the recent addition of a push button starter to supplement a failing ignition unit, an option chosen having read of some new ignition switches being of questionable quality. A simple installation once the appropriate wires have been identified...

Thanks to Mark's enthusiasm and Tim's ability we now have a Cotswolds Area site within the main Club website. We see this as a source of basic information for new members seeking to join us rather than a platform for event details and diary dates, as such use would require frequent and time consuming management in order to remain current.

Jonathan kindly continues to manage our services and spares list which is now in modified format with subject buttons at the top and an additional page of Miscellaneous



Parts Suppliers. I will email an up to date copy on request and your listing may be edited by contacting either myself or Jonathan directly. The services included have been used satisfactorily by Cotswolds Area members.

An excuse for an outing occurs on February 10th which is Drive Your Triumph Day, initiated to celebrate Standard Triumph executive Sir John Black's birthday. Photograph your car on the day, whether garaged, dismantled or out and about and email the image to driveyourtriumphday@gmail.com for addition to a global compilation managed by American Triumph enthusiast Rye Livingstone. In 2023 the gathering of Triumphs at Gaydon was the largest in the world!

The Cotswolds Area AGM will form part the February 28th meeting and gives you the opportunity to elect your co-ordinators. The more important part of the evening will be sharing ideas for outings and events which we may attend.

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

DIARY DATES

- ✔ Saturday 10th February Drive Your Triumph Day
- ✔ Sunday 11th February MG and Triumph Spares Day, Stoneleigh
- ✔ Wednesday 28th February Cotswolds Area AGM
- ✔ Sunday 21st April Drive It Day
- ✔ 11th / 12th May Classics at Prescott

COTSWOLD AREA WEBPAGE

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



Rupert Klaiber

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THAMES VALLEY

Our final event of the year was the Christmas Lunch held at the Bearwood Lakes Golf Club on Saturday 9th December. This event was organised by Don and June based on their experience of having Christmas Lunch there previously. Those who went all agreed the food and service was excellent. Bearwood Lakes is high on our list of choices for next year.



I have previously said in the magazine that the Area Annual General Meeting will be held on Tuesday 9th Jan at the Shire Horse, Littlewick Green. However, some of you are aware that at the end of November I had knee replacement surgery, the reason why I could not get to the Christmas Lunch. A further impact is that I could not guarantee being at the January meeting so I sent an email update advising that the AGM would be moved to the February meeting, Tuesday 13th February.

I have previously said that after eight years I have decided that I will be standing down as the Coordinator at the A.G.M and not offering myself for re-election. I am hoping that another member is willing to take on the role, if so, let me know and I will be happy to take you through what needs doing and make all the necessary introductions.

Don will also be standing down as Deputy following a long time of supporting the Club, we are hoping a new team will take over enabling the Thames Valley Area to continue.

DIARY DATES

- ✦ Tuesday 13th February – Monthly N&N and A.G.M. Shire Horse, Littlewick Green.
- ✦ Tuesday 12th March – Monthly N&N. Shire Horse, Littlewick Green.

Ian Barlow

Mobile: 07909 607834 TVStags@btinternet.com

WILTSHIRE

Our Christmas meal, held early in December at the Castle and Ball Hotel in Marlborough, was marred by several of our members going sick at the last minute, unfortunately they missed an excellent evening, but all is well, as they are all now fighting fit.

As we stated in our November report, our January meeting was a Sunday lunch meeting, held at the Bell at Broughton Gifford. There were nine members and their partners, but not a Stag in sight, the weather over the previous few days had flooded many local roads, so they were best left in their garages. The meal was excellent, and we retired to Mary and Robins for Coffee, thanks to Robin for organising the lunch

Our February meeting will be held on Sunday February 11th at the 5 Zero's super car storage facility, cafe in Bradford upon Avon meeting time 11am. We will hold our AGM here, and then depart for lunch at the Bell at Lacock. I'm looking forward to seeing some Stags at that meeting (Weather permitting)

What's to report on our cars, Robin is disappointed with the mpg his Stag is returning following the upgrade of a 3 - 4 speed auto box, if any one has some mpg figures for a Stag with a Jag 4 speed box then I'm sure he would be grateful

My Stag, although its running well, I've been concerned over its oil consumption, having rebuilt the engine 18 month previous, its always used oil, I thought the engine might bed in and the oil consumption drop, but no, it hasn't. So 4000 miles in, I have bought myself a relatively cheap compression tester, I set to, removed all the plugs and disconnected the fuel pump, all the cylinders came back at 150, except for cylinder 6, it showed just 50, a further test on 6 with some oil squirted into the cylinder brought it up to 120. I deduce from this that I have a probable broken piston ring, so I am now in the process of removing the front cross member to enable me to remove the sump, work has stopped, again due to the weather, its great having a pit in the garage, however it does get impacted by the local water table, as I write this, there's 30cm of water in it, not brilliant working conditions. Hopefully the weather will improve and I can get the car on the road for our February meeting.

Details of 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. To be updated following our Feb AGM

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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OXFORD

A few months ago and after informing the Oxford Area in 2018, Peter Howells advised the local members he would be retiring from the role of Coordinator as from 31 December 2023.

We are delighted to announce that the position has now been taken over by Gary Witchalls, whose application to become Oxford Area Coordinator has been approved by the SOC National Committee and who takes on the role forthwith. The position of Deputy will be taken on by Richard Green of Banbury whose appointment is currently in progress.

It is most encouraging to see the enthusiasm and energy that Gary is displaying on taking over, having already drawn in two new members and this most welcome and spirited approach augurs well for the future of the Area. So a big thanks to Gary and Richard for stepping up to the plate, and providing the very best continuity for the future of the Oxford Area.

Gary Witchalls

Tel: 01865 872443 Mobile: 07968 034191

oxford@stag.org.uk

SOLENT & NEW FOREST

November saw us invited to an inter-club quiz as guests of the Wessex TR register. Here is Steve's report on the evening:

A while ago, we the Solent and New Forest branch of the SOC were invited to attend a quiz evening organised by the Bournemouth MG car club at Hamworthy, near Poole. Four of us were able to attend, David, Colin, Sue and myself (Steve). There was a very good turnout by local classic car clubs, such as TR's, Jags, Moggie Minors as well as the MG crew. A slight worry, was initially, we could not find our table as the only Stag label was for 'Wessex Stags'.....at least that meant if we 'held up the rest of the field' we could deny it all by saying we were never there! There were a total of 60 questions in groups of 10 and I can safely say that the quizmaster must have been some sort of sadist as to say some were obscure is an understatement! At the end, after swapping our answer sheet with the next table, our hearts sank when we



managed a stellar 0/10 for the first group of questions..... However, things did then pick up and at the end, we managed a respectable 25/60. The winning score was only 32! We did leave a bit more educated though, who knew starfish have eyes at the end of their tentacles or that men's and ladies lacrosse teams have different numbers in them (10 and 12, if you're interested!) On the whole, we had an enjoyable evening and to round things off, none of us managed to win anything in the raffle either! It also meant that by not winning, we did not have to organise any future quiz. The winners were the organising Bournemouth MG club, much to the frustration of the quizmaster! I hope that we are invited again to the next quiz and we will endeavour to uphold the honour of SOC in the process.

December saw us meeting for the last time in 2023, and, in what has now become a tradition, David and Sally once again hosted their fiendish Christmas Quiz. Held over ten rounds, a hush descended over the five teams taking part as they wrestled with the answers, until the final scores were added up, which showed a tie between the Mariners and Bonnies Staff. This obviously meant that a tie break question was needed. Victory went to Bonnies Staff, thanks to their knowing how many varieties were in a Quality Street box! Their dentist can probably confirm how they gained this knowledge!

With no meeting scheduled for January, our next get together will be our annual dinner, to be held at Lysses House Hotel, Fareham, a new venue for us, but comes highly recommended.

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

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OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

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EAST OF SCOTLAND

Happy New Year to everyone - hope you all had a good festive break. Our Christmas lunch last December was a traditional affair held in Edinburgh old town – a smaller gathering than usual but nevertheless a relaxed and enjoyable afternoon/evening.



Hopefully there will be plenty of opportunities for open-top motoring this year, including some club runs – please let me have any suggestions re destinations or dates. This incidentally is the time of year when co-ordinator elections should be held – just sayin’.

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

GRAMPIAN

Club nights will resume on Monday 12th Feb at the Hawes Inn, South Queensferry, starting at around 8pm, with meetings thereafter on the second Monday of each month - looking forward to seeing regulars and new members in 2024. I hope that everyone

had a safe Christmas and New Year break and you (and your Stags) were unaffected by the terrible storms we have had.

We are looking forward to getting back on the roads again.

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

WEST OF SCOTLAND

Happy New Year everyone, The light nights are starting to come back which means it won't be long now before this year's shows start up again. We had a brilliant season last year and are hoping for a great turnout again for 2024.

The shows we are planning so far for this year are :-

DIARY DATES

- ✔ April: 21st Drive it Day
- ✔ May: 12th Bridge of Allan
- ✔ June: 09th Erroll
- ✔ 29th /30th Moffat (car run on 29th)
- ✔ July: 13th /14th Glamis (Main show day 14th)
- ✔ Aug: TBA Biggar
- ✔ Sept: 7th /8th Scone (Main show day 8th)

These shows are very popular and spaces are limited, based on first come first served. We will be taking names at our first meeting in February.

Meetings will continue to be held at the Redhurst Hotel, first Tuesday of each month, everyone welcome.

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

NORTHERN IRELAND

Brian Linden

Mobile: 07979954381 bflinden@aol.com

OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:
Steve Kiefer skiefer@aol.com
Tel: 01689 854700

SURREY

Happy new year to you all and hope you had a good Christmas.

We had a wonderful evening at the Woodlands Park Hotel in Leatherhead for our Christmas Dinner with the SOC, arriving at the hotel which is very impressive building more like a small castle, you walk into a large reception area with a massive Christmas tree must be 25ft high then into the Drawing room where we were greeted with pre dinner drinks after chatting for a while we were seated at our tables for our three course meals which were really good, Crayfish to start followed by the traditional Turkey then the Christmas pudding great food and good helpings there were other options which others did choose which were just as good. After dinner we had various games, pass the parcel with chocolates between the wrappers to reveal a small fluffy toy at the end that looks like our club mascot Socrates, name the songs after a small intro of music, then we had photos of objects that are found on a stag taken from odd angles that were shown on the large screen at the end of the room. We all had a brilliant evening but it had to finish at midnight so it was goodnight all and we made our ways home.

We had a very impromptu meet at Denbies wine estate on the 7th January after talking to Matt and Sam on the



Saturday about our plans for 2024 we were wondering what to plan for January so looking at the forecast it was fine for Sunday dry but cold so we put an email out for the meeting the following day. Arriving at Denbies on Sunday morning I was greeted by Grant who got there first then another eleven cars turned up plus more members that didn't bring their Stags, a very pleasant morning, drinking coffee and chatting to friends. Its so nice when when we do these things and we get such a good response from the members .

We are working on Diary Dates and we will keep you updated

DIARY DATES

✔ February 11th Triumph and MG Spares Day at Stoneleigh



- ✔ April, Drive it day
- ✔ May, Leatherhead car show
- ✔ August, Cranleigh and Capel shows
- ✔ September, Warners at Studley Castle Warwickshire

SURREY AREA WEBPAGE

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

Gary Sorfleet & Matt Gravett

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KENT

On a difficult evening with snow on the ground and ice on the roads we had about 25 attendees and several apologies from members who could not make it. The Coordinator Howard welcomed and thanked everyone for their support tonight and throughout 2023. That thanks also extends to everyone who has attended any of the Kent events and meetings last year. We hope you will continue to support us during 2024 which will be a big year as we host the National Day on Sunday 14 July 2024 at Brands Hatch Super Prix Motorsport meeting as well as two social events and a Stag Run. Further details are in the SOC Magazine and on the SOC National Members page

Overall we have had a good year in 2023 and some of the highlights include:

23 April 2023 Drive It Day at Historic Brooklands, where even the wet weather failed to dampen our spirits.

10-20 May 2023 The biggest event of the Year was the very well attended **European Stag Meeting (ESM) in Crieff**, Stirlingshire with our carefully planned and guided add-on on tour of Stirling and Edinburgh arranged by Derek and Mary Hewett. The whole ESM event was wonderfully organised by SOC Scotland and the accommodation and catering at the spectacular Crieff Hydro was excellent. Our own add-on days were fun and interesting with a range of visits Stag runs and stopping places. If you haven't been to an ESM previously start thinking about ESM 2025 which will be held in Nuremburgt Germany. The European Kent Area runs are always memorable and a great ways to make friends.

21 May 2023 Faversham Transport Weekend, where a beautiful Silver blue Stag from Kent won best in show!!

4 June 2023 Brands Hatch Run and Motor Sport Meeting including a Parade Lap. Again another good turnout from Kent and relaxing company watching the car racing.

10 July 2023 Clean car Competition A good show of cars which was won by Lester Edmeades in his French Blue Stag.

20 August 2023 Headcorn Classic Car Meet with Spitfires and Sky-Divers giving flying displays too.

22 October 2023 Blue Bell Line Railway Run and Sheffield Park Autumn Colours once again ably planned

and organised by Derek & Mary Hewett. This was also a feature article in the December edition of the SOC magazine. Thank you again to Derek & Mary for all your efforts on our behalf we had a lovely day and enjoyed our ride on the steam train.

19 November 2023 Breakfast Meeting A21
Sevenoaks

9 December 2023 Annual Christmas Party at the Bell Hotel, Sandwich. Thank you to Vicki & Paul for the tremendous effort they put in. As well as liaising with the Hotel over the Party and Xmas Dinner Menus orders, Vicki also manages to get rooms reserved at a discount and does all the party gifts and table decorations. Plus Vicki coordinates the Secret Santa a not always easy task! We had an attendance of 38 which was down a little on the previous year but we can discuss what we wish to do in 2024 at a future meeting.

All the while we have continued to run our Second Monday Evening Meet-Ups in the private Function Room at the Dog & Bear Hotel, Lenham and Fourth Thursday Dinner Meet-Ups which have been so well attended that the Wagon & Horses has on occasion had to limit our numbers.

A special thank you to Mike Allen for his long standing contribution to the Kent Area and his continuing smooth running of the Dinner meetings. These are informal and relaxed events despite the somewhat grand title, if you wish to attend let Mike know via his email michael.allen@stag.org.uk

In the elections for Coordinators Howard Gilbert was unopposed as Co-ordinator, similarly Jonathan Moss was unopposed as Deputy. We also said thank you to Deputy Coordinator Keith Daley who stood down at the AGM. Keith has been a previous long serving Coordinator and Deputy and has fully supported and often organised our many events. He is a particular good companion when on tour with what seems like a garage full of Stag Spares hidden about his British racing green Stag. Thank you Keith, Howard and many others have appreciated your friendly help and support and we know you will continue to attend meetings, events and tours in the future.

Unopposed in replacing Keith, is Derek Hewett as the other Deputy. Derek has made significant contributions along with his wife Mary, in arranging interesting add-on tours to National SOC Events and days out, as well as supporting the Kent Area in many ways. Congratulations to all Officers and please keep supporting us by attending our events and meetings in 2024.

Vicki and Paul O'Leary were unable to attend the meeting due to the bad weather conditions but Vicki has informed Howard since the AGM that she is willing to organise the Christmas Party again. However, as she was not present, Howard held over any discussion on this matter until she can attend a future meeting.

Club Person of The Year

The Brian Broom Memorial Glass Trophy for Club Person of the Year went to Lester Edmeades. Lester and his wife Wendy attended our Dutch Bulb Tour 2 years

ago in a splendid E-Type Jaguar. They enjoyed themselves so much, Lester went out and bought a Stag! He has subsequently done a lot of work on it in his own garage to sort the mechanicals and then had his multi coloured panelled monster turned into a beautiful French Blue thing of beauty. Lester has had excellent attendance at meetings, and with Wendy at socials, Stag runs, events and the ESM. Those of you reading carefully will recall from the text above that he won the Clean Car Competition too. Lester also has great technical knowledge and mechanical ability and has offered assistance to many other Area members. Recently Lester has faced serious illness and surgery, so tough times, which he has come through and it was really wonderful to have him present at the AGM to wish him well for the future and present the Trophy. A picture of our winner being presented with the trophy is attached.



Future Dates which were discussed at the AGM

Drive It Day on 21 April 2024, Cream tea at Chiddingstone Castle. This is being organised by Derek & Mary Hewett and further details will follow separately, but please book it in your Diary or Calendar as it promises to be a special Event to start off the Stag Runs and Events (See further information below)

Sunday 18 May 2024 Faversham Transport Weekend. Remember to book early for this busy Show.

National Day 12/13/14 July 2024, including a Meet & Greet Buffet Supper on the Friday 12th your Stag Run on Saturday 13 Jul 24, with a Dinner & Disco in the evening and of course the Brands Hatch Super Prix and Stag Display Parking on Sunday 14 July 2024. See website for bookings. If anyone wishes to test out this Stag run prior to the event please contact Jon Moss at jonathan-moss@hotmail.co.uk and he will send a route card

18th August 2024 Penshurst Place Gardens Classic Show. Jon Moss is organising our attendance at this with more to follow.

IoM Tour in 17-24 September 2024 (dates vary on individual options). Derek is also planning a Liverpool add-on for 3 nights staying at the West Derby Premier Inn. Again more information will follow up.

6 October 2024 The Black Palfrey Tour of Kent Charity Run. Again more to follow pre-event from Jon Moss.

Also in consideration -

Fish & chip run to the south coast probably Hastings.
Date: tbc but perhaps June

Treasure Hunt date tbc but will need to be August or September.

Further dates and events will follow to add to this provisional list

Jon Lumley won the AGM Raffle. Well done!

Thank you again to all who attended the AGM and to those thwarted by the weather and sent apologies. You know who you are, and it was appreciated by your coordinator.

Let's Get Planning....

Drive It Day on 21 April 2024, Visit to Chiddingstone Castle, near Edenbridge, with Cream Tea

Our visit

We have booked at 3 p.m. slot for our teas. We agreed at the AGM to have the cream tea especially as the tearooms are likely to be busy on that day. As negotiations were started back in August and they have yet to set the prices for 2024, the castle team have informed us that they will keep the price of the cream tea/afternoon tea to that set for last year which is £7.50 for the cream tea (two scones, jam, clotted cream and one pot/cafetiere coffee per person). We will need to know numbers (see below). However if there are more than 25, then we may have to have two sittings, or we may have to limit the tea to 25. Some people may wish to attend the Stag Run and Castle but bring their own refreshments or picnic which is fine too.

The castle has a history of running events and Drive it Day is no exception. If we wish to join in with this, the ticket price is yet to be fixed for the Drive IT Day event but will be available via their online booking page as 10% per booking goes to the Charity Childline. More information will be forthcoming but it is estimated that the ticket price will be around £13 which will cover parking on the lawn and admission to the castle.

However, we do not have to take that option and could just donate if we wish to when we arrive. Entry to the castle is not necessary to access the tearooms. In that case, we would need to find out what the cost of parking will be. It is understood that it was £2 last year.

Dogs are allowed in the grounds but not inside the castle or tearooms. They are allowed in the outside courtyard of the tearoom if kept on a lead.

More information will be available as it is received and the route will be made available nearer the date.

Thank you to Mary Hewett for doing the above research and liaising with the events team at the castle, which has not been easy for her as the castle is closed for the winter.

Please "book in" now by letting our new Deputy Coordinator know if you intend to come by sending an email to derek.hewett.77@gmail.com We will organise



SE London Christmas Dinner

collection of payments in advance later or notify you how to book online once the arrangements are finalised.

I look forward to seeing you throughout the year, although the February meeting on the 12 February 2024 at the Dog & Bear Hotel, Lenham will be hosted by Derek Hewett as I will be away on a winter sun holiday in Spain.

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

It will be a bit late when you read this but, “Happy New Year!”

I started up my stag for the first time this year – and I think the first time since early October - at the weekend (7th Jan) and it indignantly wee’d petrol all over the garage floor! Seems like one of the expensive Viton Tipped needle valves I put in last year had got stuck! Thankfully the simple act of turning the ignition off and on again was enough to clear it and I took it out to blow off the cobwebs – once I’d brushed the sawdust off of it! Woodwork and classic cars aren’t really good bedfellows! (Yes I know I should put a cover on it!). All being well, it will be dismantled at some point this year before I ship the bodysell off for restoration.

Christmas seems but a distant memory now, but this is the first opportunity to report on our Christmas dinner. This year we were hosted by our very own Tony who hosted us admirably at his pub – the 5 Bells in Chelsfield.

In October I reported on the two ‘Dave Jarvises in our

area. Bizarrely, our deputy – Mike H. has found another one in the area – albeit an Alfa guy and not a Stag guy. We will have to get the three of them together at some point this year!

We’ve had our first N&N of the year – 4th Jan and had a decent turnout – albeit a little thinner on numbers than usual, but that’s fair enough and not unexpected for the time of year. The Bo-Peep’s usual popular Steak Suet Pudding had been replaced with a rather tasty Venison, Pheasant and Rabbit one. You don’t leave there hungry!

Talking of food – Mike and Ann have very kindly volunteered to take on the task of organising our meals out this year, taking a bit of the strain from Chris – thank you for volunteering.

Naturally, talk in the area at the moment is around what we are going to do to get out and about this year and there are lots of good ideas being suggested. If you have any good ideas fire them at Chris or Mike or mention them in the WhatsApp group.

Sadly our big event of the year – The Bromley Pageant of Motoring” is not taking place this year. The organizers have decided that the combined effect of the hated ULEZ extension on the exhibitors, tradespeople and visitors that it would be uneconomic to hold it at its normal venue. The organisers say that they would be looking for a more suitable venue for 2025 so keep your fingers crossed!

Drive it day is being discussed on the WhatsApp group at the moment and the embryonic plans for drive it day are being developed. Bletchley Park has been suggested as a trip out – possibly combined with something else to make an ‘overnighter’. Stag named pubs are also being looked at and I’ve put forward ‘classics on the common’ at Harpenden. As plans get further developed I’ll report on here, although the N&N’s and WhatsApp are the best place to get the most up to date gossip!

A bit of randomness – I had a go at this AI malarky, you can get all sorts of stuff out of it! I asked it to write a poem about a Triumph Stag in 2024 and this is what it came up with:

A triumph stag in 2024
A classic car with so much more
It roars along the country lanes
With leather seats and wooden grains

It has a charm that never fades
A timeless style that never jades
It turns the heads of young and old
A triumph stag in shining gold

It's not a car for every day
It's not a car for speed or play
It's a car for special times
A car for memories and rhymes

A triumph stag in 2024
A classic car with so much more
It's a car that makes you smile
A car that's worth your every mile

It didn't do too bad a job did it? Leather Seats certainly weren't an original feature and I don't entirely agree with "It's not a car for speed or play", but it isn't a bad effort.

Dave H

Chris Skinner

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WEST SUSSEX

Happy New Year everybody as we look forward to another year of social meetings etc.

It is with respect that we remember Tony 'Mr Stag' Hart who sadly passed away in December. Tony who started the Stag Owners Club with Ken Hudson, will be greatly missed with his expertise of the Triumph Stag. It is with no doubt that that the Stag as we know it today, would not have survived without Tony's enthusiasm over the years. RIP Tony.

Our Christmas Dinner at Tottington Manor went well and everybody present thought it was a good evening. There were some nice touches from Tottington with crackers that contained complimentary meals etc. at the hotel during January. Our thanks also go to Dave and June for the Quiz, which gives Nick Leach plenty of time to prepare this years quiz ... Tollgate also arranged an outdoor carol service just before Christmas with hot chocolate, mince pies, pigs in blankets and seasonal snack food available as well as a manned bar which was appreciated and we will definitely be returning next year. We had a breakfast meeting and get together in January that was well attended with David and Lynda Thornley

joining us for the first time.

Our area AGM is scheduled to take place at our February club night on Feb. 6, but it has been suggested that we continue this over a breakfast meeting in February as attendances are down in the winter evenings. I have contacted Tottington about this and it is all booked, but we will have to start at 9.30am as the room has to be vacated by 12.30pm due to a prior booking.. Please let me have your names for catering purposes if you are attending. The date for this is February 18. 2024 events etc. will be discussed at both meetings on Feb 6 and 18 please come forward with any suggestions for this. We also have a Talk on behind the Scenes of F1 by Peter Fox our resident photographer on our club night on February 6.

Bob

DIARY DATES

- February 6 Club Night at Tottington Manor, Edburton, from 8.00pm AGM and talk by Peter Fox on behind the scenes of F1
- February 18 Breakfast meeting and AGM at Tottington Manor from 9.30 am
- March 5 Club night at Tottington Manor Edburton from 8.00pm
- April 2 Club night at Tottington Manor Edburton from 8.00pm
- May 5 Magnificent Motors at Eastbourne
- May 7 Club night at Tottington Manor Edburton from 8.00pm

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

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EAST SUSSEX

2023 was a great year for our club and it ended on a high with the news that Bryan Gregory, our local Co-ordinator had been voted the, 'Co-ordinator of the Year.' The impressive trophy was presented to him at the Christmas Dinner Dance at the Hydro Hotel in Eastbourne. It was cause for much celebration and started the party night off with a swing!

Such is the enthusiasm from the group this year, we've opted for two meetings in January! Our regular meeting place, the Green Man at Ringmer is always accommodating and so as well as our usual monthly breakfast club, we are getting together for a pub lunch there on 31st January at one pm.

Everyone is always welcome and please let one of the club members know beforehand if you haven't booked your place. You will be assured of a warm and friendly welcome from all the regulars.

The club's AGM is scheduled to take place at the



Bryan Gregory, our local Co-ordinator had been voted the, 'Co-ordinator of the Year.'

scheduled to take place, e.g. the Brecon Beacons tour of mid Wales which is in the programme for August. This is following the success of last year's inaugural event and for further information look at the report in the October issue of the Club magazine.

Another very popular event last year was the September day trip to the Gosport Sailing Club. A successful day out driving Stags and riding landing craft. We're hoping club member, Derek Budden, will be organising another day for this year.

Several members have been regular visitors to the Isle of Wight for shows and other club's events and so this year we will be looking at organising a weekend there. There are one or two other ideas being investigated which will be advertised as more information arises. We are lucky to have many established runs and shows in our local area and we are hoping to have a significant presence at many of them as the dates begin to appear.

All in all, 2024 looks very promising and we look forward to meeting up with all the members, new and old, as the year unfolds!

EAST SUSSEX AREA WEBPAGE

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

Bryan Gregory

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breakfast meeting on 10th February, 2024. There's always lots to discuss and of particular interest will be the proposed trips for 2024. Apart from the familiar and well loved events that bookend our season: 'Drive it Day' in April and 'Autumn Tints' in October, there are newer trips

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OUT & ABOUT

SOUTH WEST ENGLAND AND WALES

Regional Co-ordinator:

Paul Rowland 23pkrowland@gmail.com

Mob: 07790 709414

DEVON

Hello again, it seems ages since our Devon Area's November N&N lunchtime meet, as we do throughout the darker months. We met at the picturesque Coombe Cellars Inn, at Coombeinteignhead, right alongside the fast running river. We were delighted to see 18 members in total including, for the first time, Bidy and Tony who are relatively new to the world of Stags, owning a nice looking Pimento 1973 model. However, with the weather continuing to be inclement, another word for vile, all Stags stayed warm and dry at home, whilst we traversed some very wet roads and torrential rain.

Later in the month we heralded our annual inter-club skittles match and lunch at the very hospitable Waie Inn at Zeal Monochorum. The SOC, TSSC and the Dolomite Club all took part. We had an excellent turn out of 49 people of which 47 stayed on for an excellent roast lunch. These inter-club events are really good as several members belong to 2 or all 3 clubs so everyone knows someone else. It's a very jovial event that has been running for many years now. The Trophy for the club with the highest average score of 22 went to the TSSC, much to the delight of Sue Franklin. 2nd place went to the Dolomite Club with a score of 20.25 and the 3rd place was the SOC with 19.1.

Vernon Jones, who was playing for the Dolly Club, won the highest individual score of 33. (Vernon is also



Members enjoying lunch at the Swans Nest

a member of SOC). Robbie Bewick of TSSC won the Trophy for highest scoring Junior with 20, and his sister Ruby came second with 15. Penny Scutter of SOC was triumphant with her prize for being the lowest scorer of the day with 10.

We have booked this event again for Sunday 24th November 2024. Same time. Same place.

The next event for your diaries is on Sunday 18th February when, by popular request, we are returning to the Downes Crediton Golf Club, Hookway, Crediton, EX17 3PT. We have use of the Swing Studio between 1145 and 1245 then lunch will be at 1300. Booking essential for lunch and it would be helpful to know if you are coming to the studio too. This has been kindly arranged by Dave Taylor.

If you fancy having a go at being Coordinator for Devon please do speak with me or put your hand up at the meeting. New blood is always refreshing!

I hope that you had a lovely Christmas and I would like to take this opportunity to wish you a very Happy and Healthy New Year enjoying your Stag.

Thank you for being a member.

Claire

DIARY DATES

- ✔ Sunday 18th February 1145 Swing Studio, followed by lunch at the Downes Crediton Golf Club EX17 3PT. Booking essential.

DEVON AREA WEBPAGE

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

Claire Purser

Mobile: 07768 848676 devon@stag.org.uk



Penny Scutter with her wooden spoon prize for lowest score



Pre-Christmas Lunch at The Leather & Lace Bar & Grill.

SOMERSET / DORSET

Happy New Year to you all, hope you all had a good time during the festivities.

In November we continued with our Sunday lunches and visited The Windmill Inn at West Quantoxhead in North Somerset where a dozen of us enjoyed a very good carvery. The weather was still mild so four Stags were present, all trying to use them before the unusual mild conditions ended.

Although still mild, we were having some of the wettest weather I remember around the time of our pre-Christmas lunch at the Leather & Lace Bar & Grill, but well done to Mark as he arrived in his Stag. The pub, which is extremely decorated with all sorts of paraphernalia had stepped it up and had added Christmas decorations. During the meal we had our usual quiz, well done to Andrew, Julie, Paul & Jean who won on a tie break question from Mike & Madeline (anyone know the year the world had the first female prime minister). I had received requests for the "stealing Santa" to return so after lunch we proceeded with opening and then stealing presents. The light up white stags were very popular and were stolen several times.

A few of us ventured to Gloucester for the SOC AGM and we popped into Gloucester to look around. I managed to pick up some mince pies and visited Gloucester Quays and the Cathedral, the latter definitely worth a visit, especially looking down from the Tribune gallery. After the evening dinner, we were entertained by a ventriloquist, makes a change from a group or disco and she encouraged members of the club to join in with her act, apparently there is video evidence.

I celebrated a silver anniversary this year on the 5th December. I have been with my stag now for 25 years, purchased on the 5th December 1998 when the mileage

was 59,000 and it is now 137,000, so we have had a few good runs in it.

Unfortunately I was unable to make the New Year's Day car meet at Sturminster Newton but I heard there were about 140 vehicles there. I did go to the next Saturday meet on the 6th Jan, but in my daily runner as the gritters had been out. However, there were plenty of classics there, including four Stags, one belonging to Norman, so well done.

We are continuing our Sunday lunches for at least Feb and March and possibly April as Drive it Day is on Sunday 21st April. We did intend to revert back to our usual Wednesday evening N&Ns in April, but watch this space. The February Sunday lunch (N&N) has been booked at The Fiddleford Inn near Sturminster Newton on Sunday Feb 18th, please contact me as soon as possible if you can make it, we are planning to visit a nearby snowdrop garden after lunch. The March Sunday lunch (N&N) will be around the Beaminster area, venue to be decided, if you know any suitable venues or require more information, please get in touch. Hopefully some members from further afield will be able to join us.

DIARY DATES

During the winter months (Nov to Mar) our Monthly evening N&Ns will move to a Sunday Lunch, dates and time are shown below. 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 Feb 10th – International Drive Your Triumph Day.
- ✔ Sun Feb 18th – Sunday lunch and N&N at The Fiddleford Inn, Sturminster Newton.
- ✔ Sun Mar 17th - Sunday lunch and N&N around the Beaminster area.
- ✔ Sun Apr 21st – Drive it Day.

Garry Martin

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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, Some of us were planning to go to Crankdown being held in The National Botanical Gardens on Sunday 29th October but due to the weather we decided not to attend which is a pity as it's a lovely place with plenty to see. Only two events to mention in this write up one was the WW monthly meeting held in The Plas Hyfryd Narberth. Some of the SWW area went down and we had an enjoyable evening. The only problem was requiring a sat nav to get through the road works. Our monthly N&N was on the next evening 15th November and in The Old Inn Penllergaer. Unfortunately due to ill health we had a few members not being able to make it so our numbers were a little low. But the ones who attended had a very pleasant evening. We all said that we were looking forward to our Christmas Meal. This year has flown and on the 13th December we had our Christmas meal I can't believe a year has passed. The meal was very good and we all had an enjoyable evening. Unfortunately I could not get Santa to make an appearance he said he was busy getting ready for Christmas, but we did have a surprise guest Bruce Forsyth who was as entertaining as he used to be. Bruce was quite happy to pose for some photos with some of our members. As you'd expect he was dressed impeccably and had obviously

taken a lot of time to dress ready for the evening.. Also discussed was our AGM a date and venue were agreed. The venue will be The Beefeater Pemberton and the date Sunday 21st January. We will have a cooked breakfast followed by the AGM. By the time you read this our AGN will have been undertaken and providing there has been a hostile takeover I should still be coordinator but only time will tell on that.

Clive Perman

DIARY DATES

- ✔ AGM 21st January 2024
- ✔ N&N 21st February 2024
- ✔ N&N 20th March 2024
- ✔ N&N 17th April 2024
- ✔ Drive it Day 21st April 2024

Clive Perman

Mobile: 07702 323491 clive.perman@ntlworld.com



Obituary –Peter E. Carr 1941-2023

Co-ordinator of the South and West Wales Area
Triumph Stag Owners Club 1996-2006

I first came across Peter when shopping at Sainsbury one Friday evening. A tall imposing man who was taking his departmental managers around the Newport Store looking at ways they could improve the shopping experience. I thought at the time now there's a man who is obviously a leader.

A short while later he attended the local meeting of the Stag Owners Club. He was about to retire had purchased MYP730P a dark green Automatic and had joined us to seek technical help and to meet fellow members. It soon became obvious he would make an excellent Co-ordinator and in due course he was unanimously elected as such.

His personality, skills and experience soon had our area transformed from a car club with little support from local members to a dynamic and very active social club based around Triumph Stags.

Every Noggin and Natter was themed with different



members organising different entertainment each month. In winter months we had quizzes, technical talks, guest speakers and even bring buy sales of unwanted Stag parts. Christmas lunch was one of the highlights of the year. In summer months we had an evening run to a different local destination. This was expanded to Sunday runs to join other areas at some event and as our area at the time included West Wales we found ourselves at places like the Quay in Tenby with 10 Stags on display and various shows local to West Wales. We spent one memorable weekend visiting every Lifeboat Station from Penarth to St David's to support the Lifeboat charity. We had regular meets with our neighbouring areas, lunches with Rupert and the Cotswold people, karting competitions with Gary and the Somerset area and my all time favourite the European Stag weekend in Stratford upon Avon.

Together with the Late Harry Jones, Peter organised weekends away at top Hotels like the Saunton Sands Hotel in North Devon at discounted rates. The weekends involved lots of driving of Stags and lots of eating.

After dinner and a brandy or two Peter would sometimes relate memorable events that had happened during his years of managing large Sainsbury stores, these usually involved irate customers who would demand to see the top manager. Peter did add that he was always pleased to see a customer who had made a complaint shopping in the store the following week; he knew he had done a good job of resolving the issue.

In 2002 at our AGM it was decided that National Day 2003 would be held by our area at Tredegar House and Country Park in Newport. Under Peter's leadership a team of volunteers were each given a specific role to manage. After many meetings our Campaign started in typical Peter fashion with a "National Day 2003" Stand at the 2002 National Day in Essex to advertise the event.

Under Peter's leadership and a lot of hard work by his team National Day 2003 was said by many to have been the best one ever, even the weather was fantastic but there again did it have a choice?

In Peter's view to own a Triumph Stag meant it should be driven as much as possible and to this end a small group of 3 Stags attended the 2005 European meeting in Switzerland. This was to be Peter's last long distance run in his Stag.

Due in part to his desire to visit his daughter and family in New Zealand as often as possible he sold MYP730P the following year and stood down as co-ordinator. In later life he suffered from ill health but still managed to keep in touch.

As co-ordinator Peter built the foundations that made our area successful, that, together with the hard work of subsequent co-ordinators and members it has in the opinion of many become one of the best in the country.

We send our sincerest condolences to his widow Val, his children, grandchildren and all the family. He will be sadly missed.

Andrew Puddifer (5912)

This report contains activities undertaken during December and January. First of all, on a sad note I need to mention the recent passing of a previous Coordinator - Peter Carr. He was still coordinator when I joined the club but I did not know him well. Andrew Puddifer has sent in an obituary to this magazine and has given a more comprehensive tribute to Peter. Needless to say our condolences go out to Val and the rest of his family.

As we approached Christmas we had our usual events to get us in the mood for Christmas celebrations starting with a visit to the Taurus Christmas Craft Market near Lydney on 2nd of December. We arrived at the car park to find only one Stag, however, there was a very respectable number of members waiting for us inside. If you want to find a Stag member, look in the cafe!! That's my motto. A touch of retail therapy went down well for all of us. On the way home Jill and I collected our Christmas tree. That seems to be a tradition now.

We had our annual Christmas Lunch on 10th December where 36 of us met at Junction 28 restaurant. We had a very nice meal but speaking for myself I felt a little rushed by the restaurant I think they had booked too many sittings and were keen for us to be in and out quickly. Needless to say we will be looking for a different venue for next year. In fact Jill and I managed to fit in some trial runs sampling the 2023 Xmas menu in preparation for our 2024 celebrations. I think we have found somewhere and will keep you all informed nearer the time. The attached photographs depict our group at our Christmas meal.



After an enjoyable Christmas and New Year we had our Area AGM at the Crow's Nest Pub on 2nd Jan. It was a filthy night with one of these named storms passing through the area. Colin welcomed everyone and thanked them for their support and participation over the year. He particularly thanked Gary, Bob, Terry and Debbie for the part they play as Area Officers. Without their willing help we would not be such an active club.



with members by email and we all keep in touch with each other by using our Area WhatsApp group. Anyone not receiving e mails from me or want to join in with the WhatsApp Group please get in touch.

DIARY DATES

- ✔ Tues 6th Feb Noggin & Natter Talk Chas "Triumph Round Britain Reliability Run"
- ✔ Tues 5th March Transport Quiz Bob H.
- ✔ Mon 1st April Coleford Carnival of Transport Meet there
- ✔ Tues 2nd April First Evening Drive Bob D.
- ✔ Sun 21st April Drive it Day Colin

SOUTH WALES AREA WEBPAGE

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

Colin Evans

Mobile: 07870 654205 colincarnut@gmail.com

All postholders indicated that they were prepared to stand again in their current role and this was unanimously supported by those attending. A full copy of the minutes of that meeting have already been circulated to all members. We have an active programme to come in 2024 and I promised to publish our Diary of Events as soon as a few more dates could be confirmed.

As the weekend weather promised to be good (See it does happen in Wales) on Sunday 7th Jan, I suggested we have a breakfast meeting at the new cafe at the Llanishen Reservoir in Cardiff. Unfortunately the weather was so good, with clear skies meant the gritting lorries got to work and this was rightly problematic for those wishing to give their Stags an airing. Nevertheless there were some very nice cars in the car park and we even had a very nice TR6, Jaguar XKV8 and I saw a TR3? (Although I am not sure who brought the TR3 or was it a TR4?)

We welcome all members from the South Wales Area and beyond to our meetings and driving events. We meet in the winter for talks, quizzes and chats at the Crows Nest Pub, Cwmbran NP44 8HU. In the summer time we attend selected car shows, evening and day drives out in the beautiful Welsh and English Countryside. I keep in touch

BRISTOL

Results of the Bristol Stag Club AGM January 3rd 2024.

Number attending 15.

Both myself, Tony Jonas (Coordinator) and my wife Ruth (Deputy Coordinator) resigned our positions and wish to take a break.

Unfortunately there were no offers to fill the positions so the Bristol Club is now rudderless.

We did all agree to continue to meet once a month as usual.

Regards,
Tony & Ruth

New Co-ordinator required

Please contact the Regional Co-ordinator



WEST WALES

As the Area Coordinator of the recently reformed West Wales Area, if it isn't too late to be saying this, I would like to wish you all a happy new year, and I look forward to sharing with you in lots of Stag related events and activities in 2024. The West Wales Area usually meets for our N&N on the second Tuesday of the month, at various venues, but in the summer months we plan an evening drive, ending at a suitable venue for food and socialising.

Our last Area event was held in December, when a small number of WW members joined with our neighbours in the SWW Area for a joint Christmas get-together at The Pemberton (Beefeater) in Llanelli. It was a very enjoyable evening, with a delicious meal, and much fun and frivolity was enjoyed by all present. Most of us dressed in our obligatory Christmas sweaters, many featuring a Stag-related theme, and there were plenty of Christmas cracker jokes (some of them were even repeatable in polite company) to keep us all amused during the course of the evening. At the end of the night, we parted in excellent seasonal spirits, each with a gift from the Secret Santa, having had a most enjoyable evening in excellent company.

By the time you will be reading this, we will hopefully have held our Annual Meeting in January, where we hope to be drawing up and planning a list of events, drives, shows and activities for 2024, and will be looking forward to some better, and warmer, weather in the spring when we can get back out in our Stags. Personally, I am considering going to the Drive Your Triumph Day at the BMM on 10th February, if the weather is not too bad, so hopefully I may see some of you there with your Stags.

Our usual N&N meeting for January was cancelled, to allow us to focus on our Annual Meeting instead. We hope to be back on our regular schedule of meetings for February, with our next N&N planned for Tuesday 13th February (2nd Tuesday of the month) at a venue to be confirmed nearer to the time. Please get in touch with me if you would like details, and I will be sending out details by email to WW members in due course.

We also now have a WhatsApp Group for the WW Area, for members to keep in touch, and to pass on information about forthcoming meetings and events. If you wish to be added to the group, just send me a message or email so that I can send you an invitation.

DIARY DATES

- ✔ Sat. 10th Feb. Drive Your Triumph Day at the British Motor Museum
- ✔ Tues. 13th Feb. 7.30pm N&N - venue tbc
- ✔ Tues. 12th March 7.30pm N&N - venue tbc

Nick Cale

Mobile: 07922 128717

Email: nicholas.cale@icloud.com

CORNWALL

AGM January 7th.
We had a good AGM. Laura and myself were voted in as Deputy Co-ordinator and Co-ordinator respectively.

Christmas Dinner at the Penmere Hotel

We drank the bar dry.....!!

An excellent social occasion as always and we dried up the bar. It wasn't that we all had a lot to drink though, the bar ran out of booze. Apparently, this was because the hotel was closing for a few weeks the following day.

We raised £85.00 in the raffle which was split between the RNLI and Cornwall Air Ambulance.

Not connected to the dry bar – but if you fancy a different location for next year, could you let me know please – and with a suggested venue if you have one. I think the main points are a private room so we can hear only our own racket, overnight rooms at sensible prices – anything else? We need to move quickly in order to reserve for Saturday 14th December 2024.

Below are the plans for 2024 we all put together at the AGM

DIARY DATES

- ✔ February 4th - Trethorne Leisure Park - Kennards House, Launceston PL15 8QE
- ✔ March 3rd Lost Gardens of Heligan - PL26 6EN
- ✔ April 7th - After lunch at The Badger Inn, Lelant, St Ives walk around parking the Stags at St Erth Station and going in by train
- ✔ May 5th - Viv's charity pasty Run to Carlen Village Hall
- ✔ June - 2nd - Cotehele National Trust Tudor House, St Dominick. PL12 6TA. Picnic Lunch
- ✔ July 2nd - St Anthony's Head and picnic lunch. Meet at Tregairewoon Farm Kitchen, Porthscatho for Breakfast.
- ✔ July 21st - Wadebridge Wheels
- ✔ August 10th - Carnhell Green Charity Vintage Rally. Ashton, Helston. TR13 9TQ
- ✔ September 1st - Finch Foundry National Trust. The last working water powered forge in England
- ✔ October 6th - Charlestown Harbour Unesco World Heritage site.
- ✔ November 3rd Hawkins vintage motorcycle museum. St Stephen. PL26 7LB
- ✔ December 14th - Christmas dinner Location TBA. Ideas welcome.
- ✔ January - 5th 2025 AGM Probus Village Hall.
- ✔ February 2nd 2025 - Country Skittles, Townshend. TR27 6ER

Mark Colton-Taylor

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TRIUMPH STAG MK2 AUTO
1974

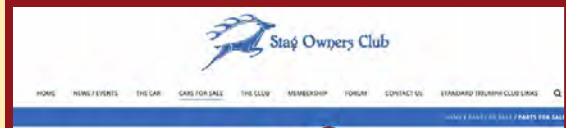


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DIFFERENTIAL



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NEW SOC POLO SHIRT

Our newest polo features contract panels and the SOC embroidered logo. Available in Navy Blue / Royal Blue and Navy Blue / Red.

£19.50



SOC BLACK LEATHER KEY RING

Quality leather key ring with enameled SOC logo.

£6.50



STAG PIN BADGE

Available in a number of stag colours.

£5.00



SOC BLACK QUILTED 3/4 JACKET

Our newest jacket is styled on the popular outdoor equestrian-style padded jacket. It is warm and lightweight and features the SOC embroidered logo.

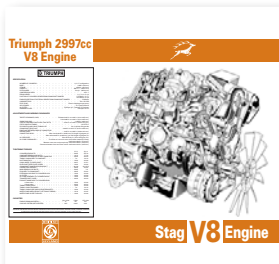
£45.00



STAG GREETING CARD

Available in a variety of stag colours. Sold as singles or a pack of 5 with envelopes.

from £2.00



STAG ENGINE POSTERS

Our Triumph Stag engine poster is laminated so will look good on your workshop wall. It is an accurate reproduction of the original Triumph factory drawing which is stored in the club's archive.

£17.50



SOC RUGBY SHIRTS

Get your hands on the our new brushed-cotton superfit rugby shirt with a super-soft finish. Available in burgundy, navy, bottle green and fuschia pink.

£25.00

We will be at the Triumph & MG Day at Stoneleigh on 11th February - come and say hello!

Tel: 01926 614606 or email: info@clubaccessories.co.uk

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