



# STAG OWNERS CLUB

ISSUE 495 JULY 2024



## IN THIS ISSUE

**LAON HISTORIQUE / TRIUMPH TRIP TO BRITTANY**  
**STAG ARCHIVE / STAG RESTORATION**  
**KNOW YOUR STAG / GUIDE TO THE WEBSITE**

# STAG OWNERS CLUB

## HONORARY POSITIONS

### President:

**Past Presidents:** Lesley Phillips, Ken Hudson

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

## COMMITTEE MEMBERS



### Chairman: Carl Fuss

Whitehill, Hampshire

Tel: 0777 835 5137 Email: chairman@stag.org.uk

### Treasurer: Clive Tate

4 Pitchill, Harvington, Evesham, Worcester WR11 8SN

Tel: 01386 870822 Email: treasurer@stag.org.uk



### Secretary: Tracey Cooke

Email: secretary@stag.org.uk

### Vice-Chairman: Peter Robinson

Aslacton, Norfolk

Tel: 01379 677735 Email: membership@stag.org.uk



### Tony Lapworth

Hinckley, Leicestershire

Tel: 07906 971960 Email: tonylapworth@stag.org.uk

### Richard Smith

Email: richardsmith@stag.org.uk



### Andrew Smith

Leigh-on-Sea, Essex

Tel: 01702 511234 Email: andrewsmith@stag.org.uk

### Chris Elgar

Email: chriselgar@stag.org.uk



### Andy Hedley

Email: andyhedley@stag.org.uk

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.

## OFFICERS

### Membership Secretaries

#### Marilyn & Peter Robinson

The Old Rectory, Aslacton, Norfolk NR15 2JN

Tel: 01379 677735 Email: membership@stag.org.uk

### SOC Registrar and Historian

#### Peter Robinson

Email: registrar@stag.org.uk

### Club Insurance Officer

#### Anthony Monaghan

Email: insurance@stag.org.uk

### Co-ordinator Liaison Officer

#### SITUATION VACANT

### International Liaison Officer

#### SITUATION VACANT

### Triumph Forum representative

#### Andy Headly

### Insurance Valuations Officer & Advisor on MOT requirements for modified Triumph Stags

#### Russell Lewis

7, Cofton Church Lane, Barnt Green, Worcestershire B45 8PS

Tel: 0121 445 1608 Email: valuations@stag.org.uk

### Magazine Editor

#### Carl Fuss

Whitehill, Hampshire. Mobile: 07778 355137

Email: editor@stag.org.uk

### Marketing & Press

#### The Marketing Team

marketing@stag.org.uk

### Show Secretary: Shows, Budgets & Area Equipment

#### Kevin Grace

Mobile: 7525901229

Email: showsec@stag.org.uk

### Advertising Officer

#### John Craddock

Oak House, 15 Sherbrook Road, Cannock, Staffordshire WS11 1HJ

Tel & Fax: 01543 506576

### Security Liaison Officer

#### Paul Rowland

Email: security@stag.org.uk

### Technical Advice Co-ordinator

#### Mike Allen

Tel/Fax: 01233 813648 Mobile: 07711 431430

Email: michael.allen@stag.org.uk

### SOCTFL Chairman

#### Paul Smith

Email: soctfl@stag.org.uk

### Club Website

#### For content: Roger Gray

Email: webeditor@stag.org.uk

#### Anything else

Email: webmaster@stag.org.uk

### Forum Liaison

#### Paul Smith

Forum username 'Committee Liaison'

### Modified Stag Co-ordinator

#### Andy Phillips

Email: modified@stag.org.uk

## GENERAL CLUB INFORMATION

### Change of Address

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

### Subscription Rates

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

### Diary Entries

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

### MAGAZINE Copy Deadline

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

### Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

### Private and Trade Advertising

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

### Back Issues

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

### Technical Queries

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

### Area Co-ordinators

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

### FORUM

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

### INSURANCE Valuation Service

The Club provides Stag valuations (for a nominal fee) for the sole purpose of insuring under one of the schemes supported by the Club. Valuation Application Forms are available from the insurance section in the members area on the Club Website [www.stag.org.uk](http://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](mailto:rh@ers.com)  
In the event of any query, contact the Club Insurance Officer Email: [insurance@stag.org.uk](mailto:insurance@stag.org.uk) and/or Emma Airey Email: [emma.airey@rhspecialistinsurance.co.uk](mailto: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](mailto:soc@stag.org.uk)  
and the Homepage: [www.stag.org.uk](http://www.stag.org.uk)  
For any Website issues contact: [webmaster@stag.org.uk](mailto:webmaster@stag.org.uk)



# EDITORIAL

**N**ational day is almost upon us and for those who are attending and taking part in the parade lap around Brands Hatch please note that if you are insured with RH all you need to do is to let them know your intention to participate in the parade lap and you will be covered on your insurance free of charge, please see the next page for the details.

As a little bit of a survey, with lots of you attending shows this summer what do you think is the most asked question about the stag and also what is the feature of the car that people find most interesting. Letters to the editor please.

This month we are starting a comprehensive restoration article, a couple of interesting points are various software packages you can get to help organise the work.

This months cover pictures include the "Stag arriving at platform one". Sent in by Andrew Smith of the Essex area. The rear cover picture is from an article sent in by the Oxford area on their trip to Holland. It looks an amazing and very colourful trip and we really must mention the excellent hospitality they received from members of the Dutch stag owners club. I'm sure we'll be meeting up with them next year at the European Stag Meeting in Nuremberg. This is on the 29th May to the 1st June 2025. We are hoping to get booking details toward the end of this summer.

*Carl Fuss*

## ISSUE 495 JULY 2024

### Front Cover:

Pic: Andrew Smith

### Back Cover:

Pic: Gary Witchalls



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

**Magazine distribution contact:** Marilyn & Peter Robinson  
The Old Rectory, Aslacton, Norfolk NR15 2JN Tel: 01379 677735

**General enquiries:** Tel. 01379 677735

Designed and printed by The Lavenham Press Ltd.

The inclusion of an advertisement in the magazine does not confer a recommendation by the Club, its committee or officers, nor any endorsements as to the quality, suitability or reliability of the advertisers or their products.

# WELCOME

## NEW MEMBERS

Mr. A.Benson	Lincolnshire	Mr. N.Taylor	Surrey	Mr. A.Truesdale	Essex
Mr. J.M.Fogg	Denbighshire	Mr. M.Cooper	West Yorkshire	Mr. R.Harvey	Northumberland
Mr. M.Mannion	Republic of Ireland	Mr. M.Piper	Surrey	Mr. N.Searjeant	Buckinghamshire
Mr. M.Cole	Leicestershire	Mr. S.Shutt	Gloucestershire	Mr. A.Sandhu	Buckinghamshire
Mr. C.Brightling	Kent	Mr. S.Mudge	Devon	Mr. H.Mckinnon	West Midlands
Mr. P.Martin	Surrey	Mr. D.Chappell	London	Mr. R.Alden	Avon
Mr. G.Ballinger	Gloucestershire	Mr. A.Croucher	Cambridgeshire	Mr. M.Isaac	Hertfordshire
Mr. W.Mudge	Devon	Mr. I.Edwards	Staffordshire		

## DIARY DATES 2024

- **CLASSIC NOSTALGIA Sunday 21st July 2024**

Celebrating the Glory Days of Motorsport. Shelsley's Classic Nostalgia weekend is a highlight in the UK's motorsport calendar with the very best racing cars, vintage specials, garden party atmosphere with live music, trade stands and track action with Rally cars and... just cool cars from all eras as anything goes !



South Birmingham Area have organised an SOC club stand for Sunday 21st July.

Tickets for the day are discounted to £15 per person but must be booked by 30th April.

To buy your tickets at the discounted price:

- Go to [www.shelsleywalsh.com/events-1/classic-nostalgia-car-clubs-2024](http://www.shelsleywalsh.com/events-1/classic-nostalgia-car-clubs-2024)
- Click on the 'Buy Tickets' button at the top of the page.
- Scroll down to the page to the Early Bird Car Club Sunday and enter the number of tickets you require. Scroll down to the bottom of the page and click on Checkout.
- On the next page it is important that you complete all the boxes that are starred and in the choose your club box, select 'Stag Owners Club' from the drop-down menu.
- Click on 'Continue and complete the form.
- Once you have completed the purchase you will receive an email from Shelsley Walsh confirming your purchase and including your ticket(s).
- Once you have booked, please send an email to James Scott - [scottysxr@gmail.com](mailto:scottysxr@gmail.com) to enable me to keep a total of how many cars are attending to ensure sufficient parking spaces etc.

- **8th September 2024 Standard Triumph Gathering at the Great British Car Journey, Ambergate Derbyshire.** Further details will follow.

## SOC NATIONAL COMMITTEE MEETING HELD ONLINE, 31<sup>ST</sup> MAY 2024

- **Club Van Insurance Renewal** – a discussion was held to compare various quotations and the renewal for 2024 has been agreed with Adrian Flux.
- **SOCTFL** – discussions still under way around accounts and funding.
- **Obtaining members' email addresses** – this has now been rolled out to all co-ordinators to help obtain missing member email addresses.
- **FBHVC membership** was discussed and renewed.

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

*Carl Fuss, Chairman*

# SOC NATIONAL DAY 2024

## BRANDS HATCH • SUNDAY 14 JULY 2024

### WHEN AND WHERE

**T**he 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 is at a discounted rate when booked in advance. There are two methods.**

**Both are Direct from the links on the National Day Page on our website**

1. Members can book directly by clicking here. Just to stress, you will only need the code 4424 if you open the above link and choose 'with a club' without using the Direct link.
2. Direct from this link to the Display Application Page You do not need the code for this method  
You must create an account and send a picture of your Stag before you can make a purchase for the event. Follow the stages to add additional passengers. **Effectively the driver gets a half price entry all other tickets are at full price.** Please check on our club website for the latest news as it comes.

### PARADE LAP OF STAGS

**STOP PRESS! \*\* RH announces complimentary parade lap insurance for SOC Members at National Day \*\***

Emma Airey, Head of RH, says: "I am delighted to confirm that SOC members, who are insured with RH, are entitled to benefit from complimentary parade lap insurance at Brands Hatch on 14th July 2024. In recognition of RH's longstanding, and exclusive relationship with the Club, Members can enjoy a parade lap around the circuit at Brands Hatch – and we won't charge you a penny!\*. Just give the Team a call on 0333 043 3911 to discuss".

\*Subject to underwriting criteria. Each request for cover will be assessed on a case-by-case basis.  
You do need to let them know for the insurance to be valid

### 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](http://www.stag.org.uk). To book please login to the members area and go to National Day in the drop down menu.

**The Weald of Kent Stag run also takes place on Saturday 13 July from 10.00–12.00, departing from the Holiday Inn TN15 7RS.**

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.

### 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](http://www.stag.org.uk) for the latest information

# COMMS TEAM PROJECT UPDATE

## YOUR NAME WILL GO ON THE LIST...

**Y**ou may, or may not know, that the Comms Team have been running a rather large project recently. Who are The Comms Team? Tony Lapworth and Andy Hedley. And what is the Big Project?

We have the task of updating membership records with special regard to members email address. We have approximately 700 members with a missing email address and/or many more (numbers unknown at present) with an old or incomplete email address. The reasons for this are numerous. We have many members who joined the club before there were emails! Some members have updated the membership secretary of an email address when renewing their membership, but many haven't. People also often change their email address, and then forget to tell the club.

So, how are we going about updating the records? In effect we have a two-pronged attack plan, and lots of spreadsheets – let's just call them lists, it's a bit more friendly.

Each month Tony sends an email to everyone renewing their membership when it's due – provided we have an email address on file that is.. Undelivered email's produce a 'bounce-back'. These are added to a list for investigation – is it a spelling mistake, or, is it a 'dead' email account? Over a 12 month period we'll get around the whole membership in 'bite-sized chunks' rather than unmanageable numbers.

Then there's the list of the missing! Members with no email address. These have been grouped into their respective area's. It's here that we decided to enlist the help of the Area Co-Ordinators and Deputies. We know that every Area has some sort of Black Book of local members contact details – in many cases this information can be more up-to-date than the clubs main data base. Co-Ordinators also have mobile phone numbers and WhatsApp groups that are not accessible to us as Committee Members. In some instances, it's simply a question of filling in the missing details. In other cases,

it's a matter of talking to members at N&N's or Area events. Others might need a telephone call, text message or WhatsApp message. This 'missing list' has been sent to the Co-Ordinators and, with their invaluable help, the information is flowing back to us.

Now is probably a good time to stress that we understand if a member either doesn't 'do' email or want to receive emails from the club. Don't worry, we understand, there's another list we're compiling of those people too!

Yet another list contains members who we have no (current) telephone number for, and who aren't known to their Area Co-Ordinator. These will ultimately be contacted by mail-shot – an expensive option we'd rather keep to a minimum.

So, this whole project will take us at least a year – thank goodness we don't offer 2 or more years membership deals.... By the time we eventually switch to our new membership data programme (another project) we should be in a position to be able to email the vast majority of our members in one go should we need to. A good example of why we might want to do such a thing is the recent sale of the Fastback Stag. We needed to know what the majority of members thought about the club possibly bidding on that car. In the event we had to rely on the Facebook group, The Forum and a straw poll of Co-Ordinators. In effect we could only reach a limited number of members in the time available – there was no time for us to use the magazine because of copy-deadlines and production. See how easy it would be via email?

The project is on-going, the (dreaded) spreadsheets are continuing to grow but, little by little, the list of missing information is getting smaller.

Thank you to everyone for your help and support. Any questions? Please email us!

**Tony & Andy**  
[commsteam@stag.org.uk](mailto:commsteam@stag.org.uk)

**This is one reason we're trying to get and email address from all members.**

Dave Worrall purchased his 1974 Stag in 1992 near Reading. Dave joined SOC almost 20 years ago but for reasons which may never be ascertained Dave's details were never known to the Northumbria Area Coordinator – so Dave had never received any emails about local activities and had not been invited to join the Area WhatsApp Group... until now!

The recent exercise led by Andy Hedley resulted in Area contact being made for the first time.

Dave, who now lives in Morpeth in Northumberland, said 'Timing was opportune, giving me one day's notice to drive my Stag with 29 other Triumph sports cars to a fabulous Northumbria Area flagship event at Beaufront Castle.'

Northumberland Area Coordinator Roland Tate notes 'it was great to make contact with Dave for the first time and to share an event so quickly.



**Roland Tate**



# WANTED

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

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

The role of the Regional Co-ordinator is to:

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

For more information Contact the Club Secretary: [secretary@stag.org.uk](mailto:secretary@stag.org.uk)

## CO-ORDINATORS' LIAISON OFFICER REQUIRED

### THE ROLE OF THE CO-ORDINATORS' LIAISON OFFICER

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

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

# A QUICK GUIDE TO THE WEBSITE PART 6

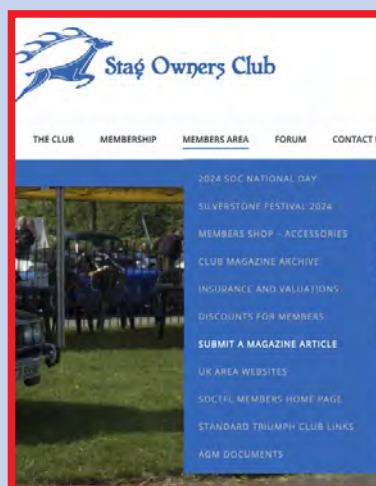
## UPLOADING AN ARTICLE FOR THE MAGAZINE

**F**irstly you need to log in to the members area on the website and then select 'submit a magazine article'.

Then you can fill in your details and then select any number of files to upload to the website, This system accepts all types of files, including text, image and video files. There is no limit to the number or size of files you can upload. An email is automatically sent to the editor and files downloaded to the system.

The benefit of this system is that there is no limit on the size of files you can send as there is with email. To get the best quality in the magazine we do need image files to be as large as possible, ideally the original files, what can happen with email and also programs like WhatsApp is that the file sizes are automatically reduced.

Also now that we can include video in the interactive version of the magazine these files are very welcome especially for any technical articles, it's often easier to show in a video what exactly you're doing.



Send files to the Editor

---

Name

First Name  Last Name

Please ensure all files names identify the subject and origin.  
 WRONG my report.doc CORRECT Kent area July 2021 report.doc  
 WRONG DSC7782358.jpg CORRECT NorfolkSundayRun01.jpg

E-mail

ex: myname@example.com   
 So that we can get back to you

Description

Should we need to know anything about this file?

Click on UPLOAD to select the files you wish to send, you can select multiple files.  
 Once you have done that click on Send Now!

Upload File

You can upload any type of file.



# WORCESTERSHIRE AREA TRIP TO THE LAON HISTORIQUE AND THE D-DAY LANDINGS 80<sup>TH</sup> ANNIVERSARY

**T**his trip had been 9 months in planning and if I were to choose one word to describe the trip it would be “eventful”!

Worcestershire SOC initially had booked for 7 Stags and a “support Mercedes” to make the trip but unfortunately and sadly, illness prevented 3 from making the full trip. In the end four Stags set off to meet in Folkestone on 15 May 2024 where we had an enjoyable evening meal at the Harbour Inn. The following morning we boarded LeShuttle. Our plan was that once in France, the group would then split with some going to the coast to stay the night at Montreuil-Sur Mer and others going to Ypres in Belgium.

The first of the problems occurred on LeShuttle. Ian and Rosie’s got onto the train but on disembarkation, the Stag would not start and the car had to be towed off the train. European breakdown services were called and we were towed to a small garage that dealt with “vintage

vehicles” where there were two very helpful young French mechanics who immediately looked at the car. A telephone call to Mick Ward of E.J Ward who suggested that the problem was likely the wire from the isolator. This was immediately replaced and within two hours we were back on the road to continue our journey to Ypres and in fact, had uninterrupted motoring for the rest of our trip. In the evening we went to the Last Post Ceremony at the Menin Gate, which was very moving.

On Friday, 17 May 2024 we set off early to drive to Bethune where Scenic Car Tours had arranged an informal line up in the square. We were one of the first of the classic cars to arrive, followed by coffee and then lunch sat at one of the cafes on the square and by lunchtime the square was completely full. We then drove to Soissons, just 30 Km south of Laon to stay at the Hotels des Francs for the duration of the Historique.

Each year the Laon Historique have a Marque(s) of Honour and this year it was Porsche and TVR, which explained why the hotel car park at Soissons was full of numerous Porsches. Many of them were new models and it seems that if your car is of the marque of honour it does not have to meet the age requirements of being 30 years old to drive the Historique. The Scenic staff were on hand to try and get some cars more sensibly parked.

But on driving into the car park Bob and Kate had a problem with their Stag leaking petrol from the carburettor. Despite all of Nigel’s efforts over the next 36 hours, the problem could not be fixed and it was necessary for them to also call RH Insurance breakdown services. Ultimately, it resulted in their car being repatriated to England and Bob and Kate being unable to drive the Historique.





Evening dinner was in the hotel restaurant where the food was excellent; in fact it was so good we ate there for the three nights we stayed at the hotel.

On Saturday we drove to Laon to Parc Foch, which was the assembly area to officially register for the Historique. The organisers requested that we arrive between 08.30 and 09.30. We subsequently learnt that 839 vehicles and 42 motorbikes cars had been allowed to register which explains why we queued for 30 minutes to get in! The organisers might wish to consider having a more staggered registration in future years. However, the arrangements for collecting all of the registration documentation, routes and car plaque were all very efficient.

We then set off for one of the optional run outs; we were allocated to rally B driving clockwise and went through numerous small villages where there were crowds lining the street waving to us. In one village the mayor, dressed in full regalia, was giving out sunglasses to all drivers and passengers, others were giving flowers. Why we were given sunglasses, I'm not sure but there was no doubt that we received a particularly warm welcome from the French people.

The half way point of the run out was at the Circuit de Chimay race track in Belgium some 73 miles away which took us over two hours to get there. Presumably this was chosen to allow the Porsche drivers to burn off some fuel! Again, the parking area was packed with cars and we had to drive on muddy tracks and park on grass verges; not what you expect at a classic car meet. Again, the Historique organisers may wish to reflect on this. We then headed back to Laon, another enjoyable drive but we all felt it was far too long for a run out.

On Sunday we drove back to Laon for the Historique and the arrangements for this day were much better. Laon is a small town of approximately 20,000 inhabitants with the old town perched on top of the hill. We were asked to arrive in the morning and park near the station in the new parts of the town. Shuttle buses and a mini train were laid on to take us to the top of the hill and we made use of this to get to the town hall. Nigel, Debbie, Rosie and myself ventured in for the opening speeches and safety briefing and this proved to be fortuitous as it was followed by a champagne reception! We had an early light lunch and then got the bus back down to the new town ready for the start of the closed street parade. This was commenced by the mayor being driven around the circuit in an open top classic Ford Mustang; Howard and Val joined the circuit in their white Stag and with Nigel and Debbie and us in blue Stags.

The route extends over 6km and includes a hill climb with hairpin bends as you make your way to the top of the hill and through the cobbled streets of the old town. The pavements were lined with crowds of spectators. We had the St George's flag on the driver's side and as my wife is Welsh, a flag of Wales on the passenger side. This enabled quite a lot of cheering from some sections of the crowd. It took about 45 minutes to complete a lap and we decided to go round for a second time but there was no limit on how many circuits you could make.

The Historique was something completely different to what we have experienced before and most enjoyable. Would we do it again? Probably not – it's one of those things to tick off the bucket list. But if Triumph were to be the marque of honour, we most definitely would!



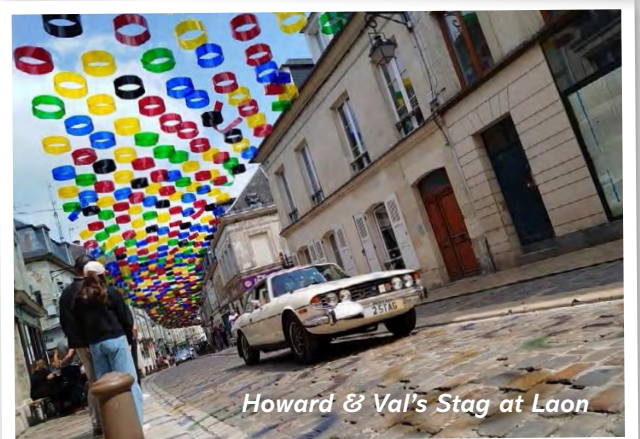
*Cars at Bethune*



*Laon champagne reception*



*Ian & Rosie, Nigel & Debbie at Laon*



*Howard & Val's Stag at Laon*

On Monday, 20 May we set off on the long journey to the Normandy beaches, a six-hour journey of 200 miles avoiding motorways. Rodger and Anne's "support Mercedes" came into play as they took Bob and Kate to Caen to pick up a hire car and their luggage was shared amongst the three remaining Stags. We stayed at Courseulles-sur-Mer just yards from Juno beach where we were met by Robert who had come in his Stag on the Portsmouth-Caen ferry. We ate in the same restaurant each evening; again as the food was so good. The area was becoming increasingly popular with the run up to the 80th anniversary of the D-Day landings and flags and bunting everywhere.

Over the next five days of our stay we made trips to various historic landmarks:

- The British Normandy Memorial at Ver-sur-Mer where the 1475 silhouettes by "Standing with Giants" were already in place representing the number of fatalities under British command on 6 June 1944.
- The mulberry at Arromanches beach.
- Kate walked on Sword beach where her father had walked 80 years earlier.
- The church at Sainte-Mere-Eglise, the first village to be liberated by the United States Army during Operation Overlord, where the American paratrooper landed on the pinnacle of the church tower, immortalised in the film The Longest Day.
- The Normandy American Cemetery and Memorial.
- Pegasus Bridge and Museum where the British 6th Airborne Division landed in gliders at night to secure the bridge over the Caen canal.

Without exception, each visit was very moving and the enormity of the challenges faced remarkable.

What was also very apparent throughout our trip to Normandy was how helpful and welcoming the French people were. Howard unfortunately lost his wallet but it was handed into the local police station by children, completely intact; and when visiting the Bayeux tapestry we got stuck in the car park, as the ANPR cameras did not recognise my metallic number plates. A French lady came up and spoke to the car park attendant and explained the problem (but don't ask how we managed to get into the car park in the first place!)

We all returned home on the Caen to Portsmouth ferry and arrived home on Sunday, 26 May, a total journey of 1200 miles. It would be remiss if Rosie and I did not express our thanks to Kieran Line of Scenic Car Tours for making all of the tour arrangements, to E.J Ward and the two mechanics from Atelier Esprit Vintage for ensuring our car completed the journey, to the French people who were so friendly and welcoming and a final and most important thank you to all those from Worcestershire SOC who were such great company.

*Ian Wall (23879)*



8-10 NOVEMBER | NEC, BIRMINGHAM

LANCASTER INSURANCE 40 YEARS & COUNTING

**CLASSIC MOTOR SHOW 2024**

**THE UK'S PREMIER CLASSIC MOTOR EVENT**

3000 CLASSIC CARS | LARGEST INDOOR AUTOJUMBLE | 300+ CLUBS

ICONIC AUCTIONEERS & CAR DEALERS | 350+ TRADERS

SCAN ME TO BOOK TICKETS  
NECLASSICMOTORSHOW.COM

£4 DISCOUNT ON ADULT DAY TICKETS WITH OUR CLUB CODE: **CCNOV255**

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

# LUTON FESTIVAL OF TRANSPORT

9<sup>TH</sup> JUNE 2024 - STOCKWOOD PARK, LUTON



**T**his year the organising has been taken over by the Rotary Club as the previous organising club, the Chiltern Preservation Society had lost a large number of the committee that run the event to old age and ill health.

This aside Bedfordshire area has always managed to put on a club stand and this was no exception, except although my entry ticket said Club entry they had not made any provisional space for our club stand. However the marshals were great in finding us a space amongst the other club stands with enough space to put up the gazebo and five cars. The location which was next to the radio control cars track giving us a ring side view from within our gazebo. Providing racing and displays of seeing how high the cars could project themselves into the air from a ramp with one of the members trying to catch them from heights of over 20 feet.

This show always attracts a lot of vehicles of all makes and age but the best part for me is this is still a show that has a lot of autojumble stands selling tools, spares and model cars, with some Stag parts available on some of the autojumble apart from the many Vauxhall parts that are normally available. There was also stands with crafts items for sale and some charity stalls making it a good hour or two just browsing. Music was provided by a group playing some good 60's to 80's pop but I felt the singer was a little out of tune! Stalls selling Fish and Chips, Cakes and savouries and coffees provided refreshments.

The weather started sunny but cold and windy but as the day progressed the clouds covered the sky making it feel cold and many of the members huddled up under blankets in the gazebo.

The cold seemed to be getting to many exhibitors and some were packing up and going. It was not long before we decided to follow and all hands were available to get the gazebo down and all the show equipment stowed in my Stag, we were one of the last clubs to leave.



*Roger Kennedy*

# DEVON TRIUMPH GROUP TOUR DE BRETAGNE



**N**ine Stags, belonging to SOC Members Stephen and me, Sue and John, Penny and Brian, Vernon and Jacqui, Charlie and Lesley, Sally and Steve, and Andy and Kala, along with two owned by Sue and Steve Jones (Dorset) and Steve Woollett (TSSC member), two Triumph Herald Vitesse, a Spitfire, one Jaguar Special, One MGA, a Triumph 2500 Mk2 Estate, a TR6, Dolomite Sprint, a TR8 and a Bond Equip, met at Millbay Dock, Plymouth to board the ferry to Roscoff for the night crossing.

Andy and Charlie were both pulled over for a search as we boarded the ship - they checked under the bonnet, under the cars and holdalls before letting them board. We left Plymouth at dusk and watched the sun set over the city as the ship began its voyage across the English Channel. We met up in the bar (where else?) before retiring to our cabins for a very flat uneventful crossing arriving at Roscoff at dawn.

After leaving Roscoff we reconvened at a car park to make sure we had all made it off the ship and set off for Morlaix. There were road diversions so we could not stop

where planned and after a drive around some managed to find parking spaces for a coffee stop. Stephen and I couldn't find a space so decided to travel on towards our next destination, Vallee des Saints, stopping for a delicious coffee in a village en route. The Vallee des Saintes was incredible. 140 three metre tall modern sculptures of Saints adorned a hilltop with amazing views of Brittany from every angle. More of these sculptures were being created on site by the artists - angle grinders and stone saws were being used - the artists were all wearing dust masks even in the fresh air as a huge amount of dust was being created. It was 9€ to park which allowed entry to the park. Extremely good value for money. After having lunch there we set off for the Latitude Ouest Hotel where we are staying for 4 nights. A sudden downpour en route along with thunder and lightening caused us all to head for lay-bys to quickly put the roofs up. The rain stopped as quickly as it started and the sun shone once more.

We arrived at the hotel. The rooms were nice but the service was a little Fawltly Towers. The bar had about 4 beers. More had to be collected from the store. Usually 3 bottles were brought up at a time! G and T's were requested as was red wine. Apparently they had none, yet carafes of red wine appeared on the tables. During dinner great hilarity was had when the staff, collecting the plates, took all the used cutlery off our plates. We all assumed that, French style, we were to use them again but no. Someone else then collected the cutlery. Then another waiter brought us all a fork each. And another then brought us a clean knife! A time and motion study was discussed in hilarious detail!

Wednesday morning dawned with sunshine. After breakfast there was activity in the car park with engines being checked, roofs coming off and repairs being done on the TR8. All was well and we set off to the Pointe du Penhir where there were impressive WW2 monuments, bunkers and other defence structures. There was a display





of anchors taken from many of the ships that had been lost off this coast, as well as dramatic stone cliffs in all directions. Very interesting but a squall hit so it was a bit windy, damp and chilly. On the same peninsula were Neolithic menhirs - loads of them, not as tall as Stonehenge but still impressive. The bad weather luckily blew away and we drove on to Camaret where we all had lunch at some of the numerous cafes along the shoreline. Stephen and I along with some others enjoyed mussels with fries and a nice cold beer.

After lunch we drove onto Point des Espagnols. What an interesting place with Napoleonic fort, a fascinating WW2 gun emplacement clearly showing where the guns had been fixed overlooking the Rade de Brest. Under the gun emplacements were the shell stores with clear imprints in some of the floors of where the shells had been stacked. Across the bay the submarine pens at Brest were clearly visible. We were able to climb up metal steps overlooking the gun emplacement to take in the stunning view. A local car club was visiting there too and we were greeted by them. There was a Jaguar XK140 amongst them - very smart. They were interested to see so many Stags and other Triumphs.

We then took the coast road along the peninsula and a detour to Le Fret, a lovely little port. We watched 2 yachts being craned into the sea which was interesting, and enjoyed a coffee at a cafe in hot sunshine. What a day of mixed weather!

Back to the hotel for a quick relax then dinner. It was a beautiful evening and we enjoyed the sunshine on the ample terrace. Sadly no tables and chairs to sit on out there.

On Thursday we headed west to the Pointe de Van. There was a really good car park (free) with overnight parking for motorhomes and a very clean toilet block. What a stunning Peninsula. It was about a 500m walk to the cliff edge. There was a colony of gulls nesting there. It was fascinating to watch them wheeling in and out of their nests with the young birds calling demanding food. We then travelled on to the Point du Raz. There was a nice beach en route where some more sea air was enjoyed. A short drive on to Audierne for a quick look then back to the hotel to leave the car and walk into the old town of Locronan. What a beautiful town. It's pedestrianised which makes ambling about even nicer. There were lots of quirky



shops and some very good eateries. We found an old inn that served the most delicious savoury (and sweet) crepes. It was very atmospheric. The architecture was lovely. A very pleasant town to enjoy.

We then returned to the hotel and what joy! Chairs, tables and loungers had appeared on the patio. Wonderful. We were all able to sit outside and enjoy chatting and a drink before dinner. After dinner the results of the competitions that had been organised by Penny Scutter (TV quiz), Steve Talbot (name this car), and a car bingo which was organised by TSSC were announced. Vernon Jones was the winner of one and received a voucher, one of several, kindly donated by Rimmers. The staff at the hotel were asked to choose their favourite car for one of the prizes. They chose a green Triumph Herald. Shock horror! Not a Stag!



Friday was the day that we met up with the Club Triumph de Bretagne. They had planned a great day for us over a route of about 84 miles. We travelled from the hotel on a scenic route to Quimper where the French contingent met us. We stopped in the historic city centre where there were some beautiful old buildings, the lovely St Corentin Cathedral, great good quality shops and a thriving market where some of us bought some tasty items for lunch. The displays of fruit and vegetables, meat and fish, was very artistic. I wish we had the variety of foods that they enjoy in France. We travelled down the Route des Chateaux (though most of these were hidden in the trees with just the temptation of beautiful gates at their entrances). The route was good but a little difficult. On leaving Quimper luckily for us Yves, one of the French contingent saw us, and we were able to follow him. A few of us congregated at Benodet on the sea front to regroup which wasn't 100% successful as several cars were mislaid and their drivers made their own way in to Concarneau, the main stopping place. The Club Triumph de Bretagne had put a lot of effort into our day and guided (most) of us on a rather tricky route to a car park on the far side of the town where we were able to catch a ferry boat across to the beautiful walled city. Those that had got a bit lost came and joined us in the town via the mainland. The town was a real treasure. Ramparts to explore with views over the estuary and up river. A rather beautiful old Baltic Trader was coming into port which was a treat to see. After a few hours enjoying Concarneau, we set off back to Loncronan via a road near Dournenez where spectacular views could be seen over the bay.

A number of members of the Club des Triumph Bretagne joined us for dinner in the evening which was very nice. They had made us all very welcome.

Saturday morning dawned and after breakfast we said our farewells and made our way back to Roscoff. Some people went to supermarkets to stock up on wine etc to bring home. Others went to the old town of Roscoff for a last look around before departing on the ferry. This time Stephen and I were pulled over by customs in Roscoff for a search. All clear. Yellow sticker applied. A pleasant journey back to Plymouth was had looking around the ship and enjoying each others company once more.

To summarise the holiday. The French roads were a delight to drive on. Smooth tarmac, no potholes, and very

little traffic. We were welcomed by French people wherever we drove with some cheering and clapping as we drove by. The cars all behaved very well with very little trouble. The TR8 had a fuel blockage, Steve Woollett's 2.5 pi Estate had a water leak as did ours. All that was needed to fix the cars was to tighten up jubilee clips. The joy of a trip like this is that if anything at all went wrong, there were loads of mechanically minded friends to help. The company was excellent. There was a lot of laughter and as Andy Moss said, it was a great opportunity for people to get to know their cars and each other better. It was so reassuring to know that everyone would support each other if needed.

Very many thanks to Steve Woollett from TSSC who organised the trip.

*Claire*

by Casas Cantabricas

# Caminos

Independent Motor Touring  
in Spain & Portugal

Gold Trusted Service Award  
2023 feefo

Bespoke tours for groups & individual travellers

Discover a different side of Spain & Portugal with our bespoke, self-drive itineraries. Stunning coastal drives, breathtaking mountains, world-class heritage and gastronomy - the road trip of a lifetime awaits!

caminos.co.uk • 01223 328721

# TECHNICAL HINTS & TIPS

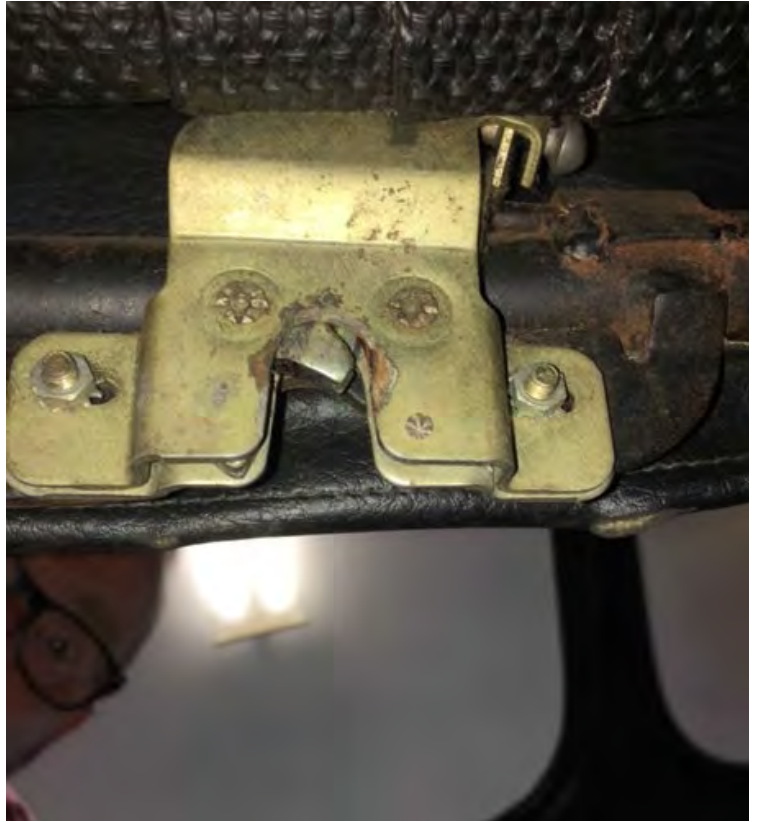
## SEAT BACK LATCH FIX

**F**ollowing MOT failure due to an inoperative seat back latch, apparently due to a frayed inner release cable, the simple job you might expect was time consuming but inexpensive.

Specific cables are unavailable, but a bicycle brake cable makes an excellent alternative, ideally bought at the appropriate length unless you have a cable cutting tool. After cable replacement the latch still failed to lock when fixed to the seat frame despite working perfectly once removed, thus suggesting distortion of latch body interfering with the mechanism.

Further investigation revealed lateral play in the latch tongue, minute movement in the machined rivets and some deflection in the latch body. After judicious use of vice, lever, hammer and eye the latch unit was restored to perfect working order, and an MOT pass duly granted.

*Endeavour by Mike Hutchinson,  
words by Rupert Klaiber who assisted.*



## WEST YORKS TRIUMPH STAG CAR SHOW 2024



**SOC members from  
all areas welcome  
to attend!**

September 15<sup>th</sup> 2024  
Piece Hall,  
Halifax  
HX1 1RE

Contact Wayne:  
[westyorkshire@stag.org.uk](mailto:westyorkshire@stag.org.uk)

# MYR 431P 'MYRTLE'



## A FIVE-YEAR RESTORATION OF LOVE!

**M**yrtle (MYR431P) came into my ownership in August 1993. She was a 1976 manual (converted from auto) overdrive Mk 2 with an original 3 litre V8 twin carb engine already converted to run unleaded. It was two-tone in colour, white & rust, but the engine sounded beautiful so I had to have her!

A very poor self-restoration followed, with an equally bad respray from a (now defunct) garage. My welding wasn't great, but it passed numerous MOT's so it couldn't have been that bad. Jump forward 25 years and she was in a pretty poor state and rarely came out of the garage. Every time I looked at her, I wished I could carry out a 'proper full' restoration and, in May 2018, I got my wish! The first decisions I made were that it was going to be kept original, unless there were sensible (e.g. safety) upgrades to be made and the colour was going to be Magenta (Triumph 92 – a Stag colour available from 1973-1975).

The next decisions made were that every part was going to be taken off and cleaned, restored or replaced. I had no intention of selling her afterwards, so I was going to do the very best restoration I could within my limitations. New bolts, washers and nuts would be used throughout. The engine, gearbox and rear axle all worked fine, so the internals of all would be left alone. Based on previous experience, I looked around for a garage that could restore the bodywork to the standard I required and a paint shop that would do her justice. If you're looking for either, make sure you visit the workshop/garage and see examples of previous and current work before making your decision on which one to use. People ask me why it

took 5 years, after all TV restorations take only a matter of weeks? Yes, but I don't have access to 10 full time skilled employees! It was only me and I had to balance the restoration with a personal injury, Covid lockdown (with my car stuck in the paint shop for 2 years!) and my family life. The pandemic did, however, enable me to have the entire garage as my workshop which was a big plus.

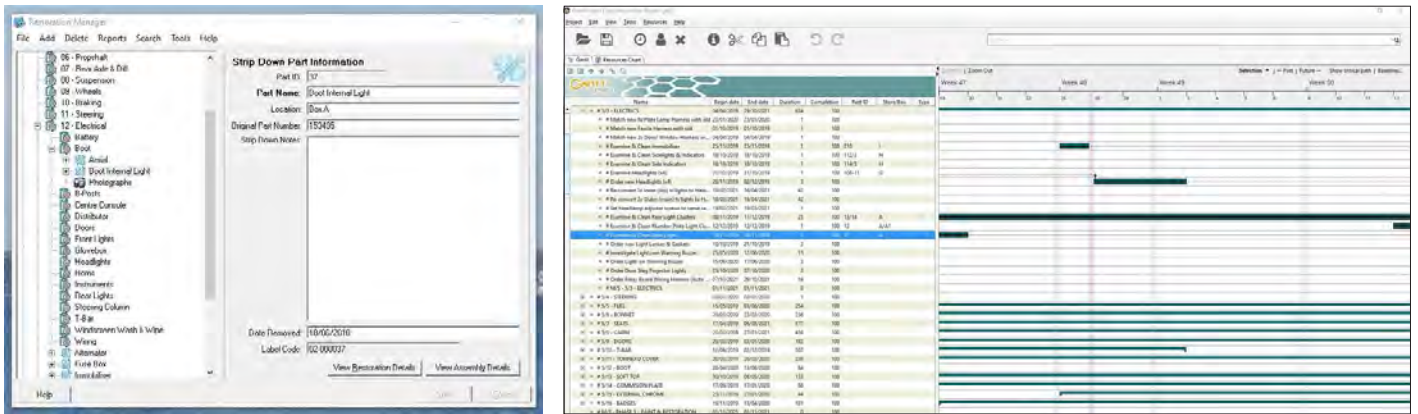
### Photos & Software

Any good project needs good planning and recording, to ensure you know where parts are stored in your garage/house/loft/shed and how and in what order they need to go back on. First came over 500 photographs and 70 videos of everything I could see (without taking anything off) from soft top to propshaft and from fuel tank to engine. I also decided that every part would be photographed as it came off/got stripped down, to assist in the re-build. The final tally was to be 4,268 photos and 78 videos! I cannot stress how useful this exercise was during the rebuild! Next was some form of project software to manage the whole event. After some research, I went with two packages for my Windows 10 laptop.

### Restoration Manager – [restoration-manager.com](http://restoration-manager.com)

I downloaded a trial version, liked it and paid the £30 to unlock the full version. Highly flexible, it allowed each item removed to be logged and given a unique id number, stating where it was stored and any relevant notes for re-fitting. It also allowed for different levels of grouping (e.g. Electrical / Boot / Boot Internal Light) and included a





Project planning software screenshots – Restoration Manager (left) and GanttProject (right). Invaluable for planning jobs and overall schedule for your project.

search facility, backup and restore capabilities and report printing. The parts report was particularly useful as I worked in reverse order, so the last part off was the first part back on again.

### GanttProject – from ganttproject.biz

To ensure I planned things in the right order, and didn't forget anything, I went for this free download. For those who don't know, a Gantt chart has all of your tasks down one side and your dates across the page – a line on the dates side shows the time the task is expected to take. Each task can be linked to others and can be set to Start-Finish, meaning the second task cannot start until the first one has finished (e.g. the door trim cannot go on, until the window motor is in). If you then change the start date of the first task, the second one automatically changes as well. The Start-Finish was useful, but I wasn't too worried about the dates as it would take as long as it took (although I wasn't expecting 5 years!) I also printed off a 'work list' at the start of every week, helping me to focus down on the tasks required.

### Tools, Paints & Parts

My tool set wasn't bad, but I needed to improve it and get the paint/parts I would need to carry out this project. Here is a list of the important ones accumulated over the time of the restoration:

#### Tools

- Socket sets – 1/2", 3/8", 1/4" (3/8\* was Metrinch, a system that applies)
- pressure to the flats of the nut, not the edges – useful for stuck nuts!
- Impact driver – 1/2" (for really stuck nuts!)
- Torque wrench – 1/2", 1/4" (necessary for putting things back on again)
- Drill with various new HSS bits and wire wheels (for removing underseal)
- Heat gun & scrapers (for removing underseal)
- Spanners (7mm- 22mm) open, ring and adjustable
- Screwdrivers – Various types & sizes
- Gorilla wrecking bar

- Trim removal kit (Plastic, various shapes, for doors trims, chrome trim, etc)
- Car rotisserie (to turn the car on its side and move it around - JC Autos)
- Hydraulic scissor ramps - set of 4 (for working underneath the car safely – CJ Autos) a pre-requirement from my wife, for me to even think about starting the restoration!
- Electrical test meter
- Rivet gun and rivets
- Circlip pliers with internal & external options
- Paint brushes
- Trim clip fitting tool (for fitting door top trim clips)
- Vernier scale measure (electronic is best)
- 'Paint booth' – I used the large box the rotisserie arrived in, on its end, with holes drilled through to support rods to hang various items off to paint/dry. It saved my garage getting accidentally sprayed as well!
- Scissors (carpet strength)
- White chalk marker pen
- Cable ties (various sizes)
- Endoscope (for finding that pesky nut that just fell into a black hole!)
- Magnetic extendable pen (for retrieving said nut!)
- Hole saws (Various sizes – purchased as necessary)
- Small rotary tool (Dremmel type) & cutting/sanding accessories – great for small cutting & rust removal jobs
- V-coil – for rethreading bolt holes (quite expensive, so bought as required)
- Pipe bending kit – for bending fuel and brakes pipes
- Electrical connections kit – with various blade/bullet terminals

#### Paints

- U-pol David's Zinc 182 Grey Undercoat Paint (Spray) - eBay
- POR15 Cleaner / Metal Prep (for ensuring a good starting point) - Frost
- POR15 Black Paint (Tin) - Frost
- POR15 Black Engine Ultra High Temp Paint - Frost

- POR15 Black Top Coat (Spray, can be applied direct to metal) - Frost
- Plastikleen Interior Cleaner & Prep (for dash) - Frost
- Interior Plastic Paint – Black (for dash) (Spray) - Frost
- Smoke Grey Paint (Spray, for airbox) – Martin Brown Paints
- Magenta Paint (Triumph 92, Tin & Spray) - Autopaints Brighton
- Ford Silver Stratus Paint (Spray, for cam covers)
- Petrol Resistant Lacquer Finish (Spray, for cam covers) – Halfords
- Silver Ultra High Temperature Paint (Spray, for manifolds & heat shield)

### Parts

- Black smooth leather trim (car set) - Rimmers
- Black wool carpet & underfelt (car set) - Rimmers
- Stag LED bulb set - classicarleds
- Car wiring looms (various throughout car) – Rimmers
- Nuts/Bolts/Washers Kit (assorted UNF & some UNC as required) - eBay
- Grommets (solid and cable – car set) - eBay
- Split pins, Circlips, P-Clips, Jubilee clips (various sizes) - eBay
- Spring steel wiring chassis clips (to hold wires throughout the car) - eBay
- Rivnuts - 1/4" (for bolt hole for new fuel tank) – John Craddock
- Coloured Electrical Wire (assorted as required) – 12voltplanet
- Alpha AF178 Heat Resistant Contact Adhesive & Spreader tools - eBay
- Electricians tape (various colours)
- Nitrile gloves – boxes of these!
- Bubble wrap (for wrapping restored parts in until required for refit)
- Self-adhesive labels
- Self-adhesive foam (5mm and 10mm thickness) - eBay
- Puppy pads (very useful for placing under car to soak up fluid loss – I knew I would find a use for them eventually!)
- Sandpaper – Various grades
- Evans Prep (to clear out radiator/engine cooling system of water and gunk)
- Evans Classic Cool (waterless radiator coolant)
- Miller Gearbox/Rear Axle Oil
- Miller Engine Oil
- Brake/Clutch Fluid
- Multi-purpose grease
- Silicone grease & spray
- Autosol for chrome cleaning (lots!)
- WD40 spray (for freeing up rusted bolts and for cleaning parts)

- WD40 Heavy Duty graphite spray
- Simoniz Jet Black Trim Restorer
- Glass cleaner
- Microfibre cloths
- Rags (loads!)
- Face masks (for use during spraying)

### Resources

You can never have enough information at your fingertips! The two 'gospels'; *Triumph Stag Parts Catalogue* (for 'exploded' diagrams), and *Repair Operation Manual* (referred to as 'ROM' throughout this report), were definites, but I also collected articles off the internet, including:

- Stag Coloured Wiring Diagram (printed A3 and on my garage wall)
- Lucas Wiring Colour Codes
- Horns & Relays Colours & Functions
- Lucas 16W wiper motor-18280-21198

**Ian Campbell (Oxford area)**

**Next: The Restoration begins!**

**RIMMER BROS** EST 1982  
A BRITISH COMPANY SUPPORTING BRITISH CARS

TR2-5 - TR6 - TR7 - TR8 - SPITFIRE - STAG  
GT6 - 2000 - 2500 - 2.5PI  
DOLOMITE - SPRINT - HERALD - VITESSE

**ALL THE PARTS YOU NEED**

FROM THE SMALLEST NUT & BOLT TO ENTIRE BODY PANELS & EVERYTHING IN-BETWEEN

QUALITY PARTS & ACCESSORIES  
FAST & RELIABLE WORLDWIDE DELIVERY  
EXTENSIVE WEBSITE  
VAST STOCKS AT 100,000 SQ FT HQ  
KNOWLEDGEABLE STAFF  
FREE COMPREHENSIVE CATALOGUES

ASK US FOR A FREE CATALOGUE

FOR ALL MODELS  
PRICE MATCH  
TRADE & WHOLESALE ENQUIRIES WELCOME

WEB - [www.rimmerbros.com](http://www.rimmerbros.com)  
EMAIL - [sales@rimmerbros.com](mailto:sales@rimmerbros.com)  
TEL - +44(0)1522 568000

SEE OUR SOCIAL MEDIA

Rimmer Bros, Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA

# Specialist vehicle insurance from people who share your passion.

[rhspecialistinsurance.co.uk](http://rhspecialistinsurance.co.uk)  
**0330 912 0018**



From iconic models to future classics - we've been providing specialist vehicle insurance for over 46 years.

RH is a trading name of A-Plan Holdings, which is authorised and regulated by the Financial Conduct Authority No. 310164. Registered in England and Wales under company registration number 750484. Registered Office: 2 Des Roches Square, Witney, OX28 4LE. Calls may be monitored and recorded for quality assurance purposes.

06/12/23

**EJ WARD**  
MOTOR ENGINEERS



**RESTORATION . REPAIRS . SERVICING . UPHOLSTERY . PARTS**



**Unit 1 Walton New Road Business Park, Upper Bruntingthorpe  
Leicestershire LE17 5RD**



[www.ejward.co.uk](http://www.ejward.co.uk) - 0116 2799060 - [sales@ejward.co.uk](mailto:sales@ejward.co.uk)



# THE CLUB STAG ARCHIVE

## The Triumph Story, Part 6 – The Cars of the Twenties

**S**o, it is 1923 and Triumph are making bicycles, motor cycles and cars, all in different factories around Coventry. As this is a car club and not a cycle club, I think it best to concentrate on the cars which were made in the fairly bullish times that preceded the Depression of 1930,

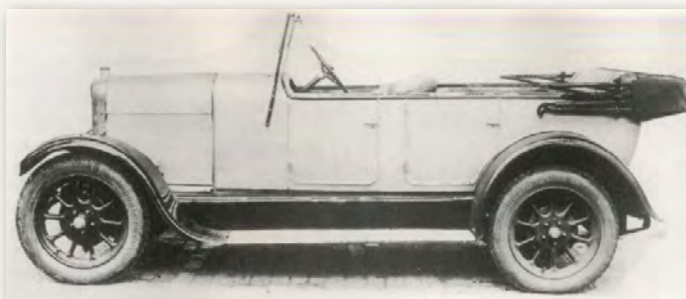
There were not many new models in that seven years but each had a purpose and the last one gave the company a good standing to deal with the difficult times ahead. Let us now look at the 13/35, the 15/50 and the Super Seven.

### The 13/35

Introduced at the Olympia Motor Show in 1924, the 13/35 (do you remember the meaning of the formula – 13/35 is a car with a calculated horsepower of 13 hp but a real horsepower of 35 hp) was the first production car in Britain to have hydraulically operated brakes on all four wheels – the hydraulics being provided by Lockheed. You see, right from the beginning, Triumph were setting standards for others to follow.

As would be expected, the 13/35 was bigger and better than the 10/20 with a longer wheelbase and a larger 4-cylinder engine (1873cc instead of the 10/20s 1393cc), It would manage 55 mph (against the 45 mph of the 10/20) and was available in a number of body styles.

At this point I would normally try to include a wonderful photo of a 13/35 for your better appreciation of the model but, believe it or not, there is a distinct dearth of decent photos of this model available in any book that I have or on the Internet. There is a good photo apparently showing a 13/35 on the GAUK site but the photo is actually of a 10/20 and not a 13/35. So I am left with this sorry sort of photo for you to look at.

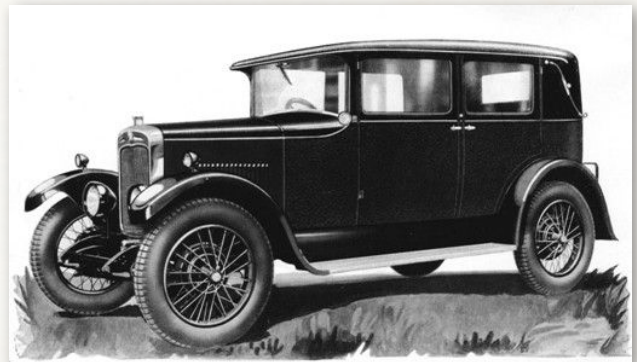


*The only photo I could find of a Triumph 13/35, this one in 4-seat 'tourer' form with a canvas hood. (Autocar)*

I must admit to finding the older models of car quite boring to look at, but if you can compare the ongoing styling as the years advance, you can make some sort of sense of it all and it becomes interesting. In the case of the 10/20 and the 13/35, the interesting thing for me is the very forward position of the front wheels and the slab sided styling. You could hardly call the styling either 'inspired' or 'beautiful' could you? 'Functional' seems to be the watchword.

### The 15/50 (or Light 15)

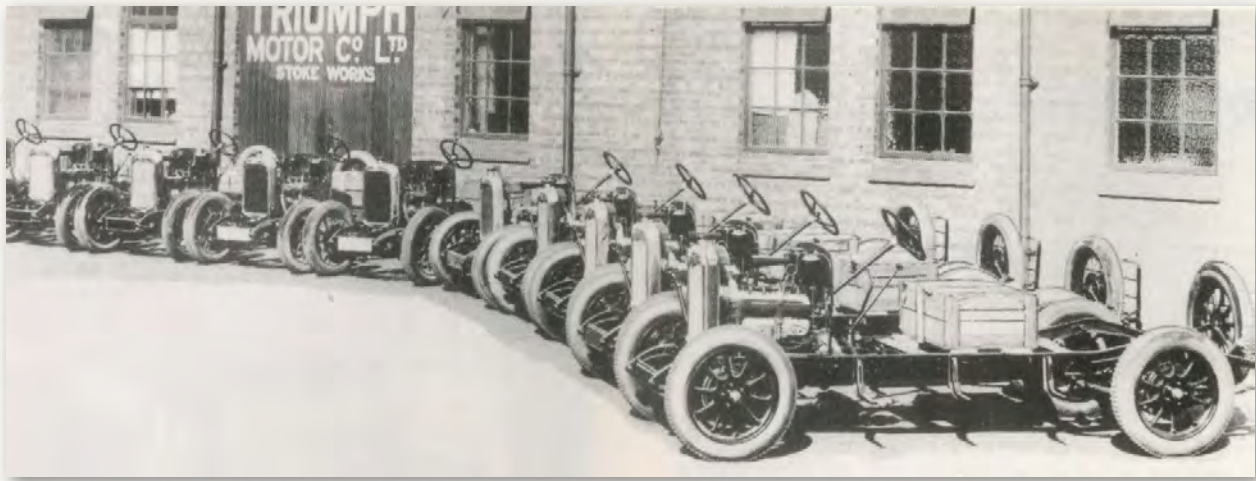
In 1926 Triumph increased the size of the 1873 cc engine to 2169 cc by boring out the cylinders from 72mm to 77.5mm. This gave a notional power of 14.9 hp and an actual power of approximately 40 hp. Either Triumph did not agree with this 40 figure or they were doing a good publicity job as the model was initially referred to as the 15/50. At the same time as the engine was increased in size, the wheelbase grew another 4 in to 112 in.



*An Illustration of a Triumph 15/50 Saloon.*



*And here's a real one- with a different body style but very similar – this is a six light saloon (3 sets of windows each side) and with 'artillery' style wheels.*



*Ten Light Fifteen chassis lined up outside the Triumph car works at Clay Lane. This was a publicity photo to illustrate the Triumph export capabilities. (Autocar)*

In 1928 the 15/50 became known as the Light 15 and it continued in production until 1930. Although praised by the press as having 'irreproachable workmanship' it was not a particularly strong seller, probably because it was expensive at approximately £500 when the other product being offered by Triumph was well under £200. Of course, it was 'horses for courses' and the 'Fifteen' was a semi-luxurious car with fine appointments and one had to pay for such things.

Although the 15/50 did not break any World records, it was the first Triumph model seriously exported with bare chassis being shipped to Sydney for local bodywork to be fitted and ultimately for sale in Australia and New Zealand. If you continue reading this series, you will find that this connection continued for another 50 years as, although the US was considered to be the main export market for Stag, almost as many Stags were sent to Australia during 1975-1977 as went to the US during 1971-1973.

### The Super Seven

Although the 10/20, the 13/35 and the 15/50 were far from failures, their production numbers are estimated at a combined figure of 2,000 units - which works out at about 10 a week. The last two models were well appointed and aimed at the upper middle class but in the 'Roaring Twenties' the aspiration to have a motor car was moving down the social scale and Triumph decided that they needed a small, solidly built car to fit the pockets of many more people than could afford the larger models. This resulted in the replacement for the original 10/20 being a much smaller car with a wheelbase of just 81 in and with a proposed 747 cc engine, developing just 21 bhp.

This move 'downwards' was a master stroke and the model caught the imagination of the motoring public with 17,000 being sold during its 5-year production run. Triumph did not aim it at the very cheap end of the market as this was occupied by the Austin 7 and its direct competitors but it was designed to appeal to those who wanted a bit more comfort and technical excellence than that afforded by the Austins.



*Triumph 2-Door 4-Seat Super Seven Tourer De-Luxe. Compare this with the photo of the 13/35 on the previous page and you will see how much smaller this car was (27 inches shorter in the wheelbase).*

Perhaps it is not surprising that Triumph were making a car which seemed to be based on the Austin 7 as in 1927 Triumph had engaged one Stanley Edge in its Drawing Office. The previous employer of Mr. Edge was one Austin Motor Company and Mr. Edge had been instrumental in the Austin 7 as it was he and Sir Herbert who had conceived and drawn the small car in the billiard room at Lickey Grange, Stanley living at the lodge to the Grange while this was happening. His first job for Triumph was to check the assemblies and details of the prototype Super Seven. Apparently, in another office sat an ex-employee of Morris Motors and a stripped down Austin 7. Presumably, his job was to produce basic drawings of the car for others to consider and compare.

Although the engine was originally planned to be 747 cc (virtually the same as that of the Austin 7, which was 747.5 cc) this was amended to 832 cc before production started. The reported output of both Triumph engines was 21 bhp so perhaps the original was not quite up to the required mark and was enlarged to make sure that it could actually deliver the output desired. Do you detect parallels with the development of Stag where the 2500 cc V8 was enlarged to 3000 cc during development because the performance was not quite what was envisaged.

This was an important car for Triumph so let us have a look at one version of the model in more detail. These photos are of a 1928 2-Door 4-Seat Tourer recently sold for just under £11,000



*A Triumph Super Seven 2-door 4-seat Tourer De-Luxe.*



*An equally narrow rear seat but quite adequate for two adults. I think that the Stag has more width and just as much leg room.*



*The 'cockpit' with narrow seats and big steering wheel. It is well appointed if the gauges may be a bit difficult to read and the shoulder space is not really adequate – but that was the order of the day in 1928.*



*For comfort, there are side screens to each seating area.*



*Small 832 cc sidevalve engine, nestled low in the engine bay.*



*And now with the front side screens erected.*



*And finally with everything ready for a rainy day. Full side screens and the hood nicely erected. That's what you got for £167 10s in 1928. Very reminiscent of a Stag (except for the price).*

The Super Seven was a good seller but it was its special exploits that promoted many sales as it was found to be an excellent and reliable vehicle for touring and rallying.

One UK owner claimed to have recorded over 5,000 miles in his Seven with a top speed of 55 mph and a fuel consumption of 48 mpg. Another owner drove his Seven from New York to Vancouver via San Francisco (4,000 miles) with just one problem – a puncture. In Australia a Triumph dealer, fed up of hearing that the car would be a 'nice little town car', decided to drive from Perth to Melbourne (on a route which measured 2,954 miles) in under nine days and with just the need for a new fanbelt and a set of plugs. He then drove the car all the way back and placed it in his showroom, scars and all, as an advert for the abilities of the car. Remember, this was not along smooth tarmac roads but on rutted dirt tracks with, in places, a 200 mile walk for assistance should one break down.



*In New Zealand P.B. White masterminded a 10,000 miles non-stop shuttle between Auckland and New Plymouth. 300 hours, six drivers, 40 return trips but only one Super Seven Tourer.*

A Vic Horsman successfully campaigned a supercharged Seven with a special racing body at Brooklands but, more importantly, it was Donald Healey (yes, the Healey in Austin Healey and in Jensen Healey) that put the car in front of the British public with his exploits in the Monte Carlo Rally. His first attempt, in appalling weather, ended in failure when they arrived in Monte Carlo just two minutes outside the allowed time but in 1930 he finished seventh overall and was the first British car home. He also won the Brighton Rally in a supercharged Seven which could apparently reach 70 miles per hour.



*This is what rallying does to you. Donald Healey and his co-driver take a break during a Brighton Rally. Note the special boat-tail body with no drivers door on this Super Seven. (Walter Belgrove)*

During its production time the Super Seven was produced in a host of body styles and, when used for competition, with a number of uprated engines. There are too many to list here so, if anyone is super-interested in such things, I would refer you to the book *Triumph cars – The Complete Story* by Langworth & Robson – now in its third edition.

But we will leave the Roaring Twenties just as The Depression set in – this was not a UK phenomenon but a Worldwide happening which started in the USA in late 1929. By September 1931 the UK was forced to leave the Gold Standard and at the Triumph AGM in December there was no dividend for the shareholders.

Since 1923 40 other companies had entered the Coventry motorcar production business and had failed. Triumph was one of 12 which remained as The Depression really set in. It was not in the best of shape but it was still in existence. Before starting out on the rather depressing story of the thirties, next month I will take a look at the life and, more specifically, the achievements of Siegfried Bettmann.

**Peter Robinson**

© Peter Robinson 2024

# KNOW YOUR STAG #25

## THE SEATS

**N**ot many people know this but the front seats of the early Stag prototypes were made to hinge forward from the front of the seat so that the whole seat pivoted forward. This was changed in 1969 to allow for a better access to the rear seating area.

Before I start properly, do you know which part of the seat is 'the squab' ? Well, it is not as easy as you think as it appears as if, in the UK, for an old car (typically a veteran or vintage car), the squab is the backrest but for modern cars, the term 'squab' refers to the seat – that is the part you sit on. I will try to stay clear of the term in this article but if I do lapse, I will be using 'squab' to refer to the bit that you sit on.

### Material

All seats for Stag were upholstered in a leathercloth material made by ICI and going under the trade name of 'Ambla'. It is a vinyl material (plastic if you like) with such a good leather look that people who are not in the know still advertise Stags with phrases such as 'leather upholstered seats' even though a quick look at the photos show them to be the standard Ambla.



*The 'leather' side and reverse of a piece of Ambla.*

Some references indicate that leather upholstered seats were available for Stag but although the parts catalogue allocates part numbers for leather seat covers, they are not offered or referred to in any sales brochures, colour combination booklets or price lists and I have never seen any original leather seats in any Stag or referred to on any Heritage Certificate, so I would say that Triumph never upholstered a production Stag in leather. I am however, aware from a conversation with a trim specialist at the Canley factory that two cars were prepared for an American show, one red with white leather interior and one white with red leather interior. These have never apparently surfaced anywhere but if anyone knows more about them, please let me know.

They did, however, upholster a few Stags in cloth but these were to very special order and I know of just two

instances. The factory cloth seats that I have seen photos of are upholstered on the seat back and the squab in the Brinylon used for Triumph 2000 seats of the period with vinyl side facings and rear panels. There are no part numbers in the Stag parts catalogues for these cloth faced seats.

### The Mk 1 front seats

The front seats of the first series of production cars for the UK and markets other than the USA were devoid of head restraints or of any method of fitting a head restraint to the top of the seat. However, the front of the seat back was made up as three panels, the top one being replaceable with a new panel which extended upwards to form a head restraint. These seats with headrests were standard on early USA bound Stags and, if one knew how to get the order right, no doubt they could be ordered in the UK and other markets, or possibly ordered as a dealer fitment by using the part numbers in the parts catalogues.



*An early Mk1 seat – can't get much earlier (or much dirtier) than this one as it belongs to one of only two remaining true prototypes. Looks just like any other early Stag doesn't it ? It is just emerging from a 29 year hibernation and is due for a good clean.*





*An early Mk1 seat with a headrest as was standard on Federal specification Stags from introduction there in 1971. Note the 9 panels of the basketweave material.*

All the Mk 1 front seats had 9 thin panels of the coarse mesh Ambla making up the central parts of the squab and the back. Very early cars had a very shallow pattern to the relatively plain grained surrounds with this material being extended to the door cards, the B-post upholstery and the rear cubby panels.



*The almost smooth material of the very early seat. This is an LD7 seat.*

At some time early on in production, the grain to the surrounds, B-post upholstery, the door cards and the

cubby panels became much more coarse but, although a change in material is noted in the parts catalogue, the commission number when the change took place is not included. This is, unfortunately, a common fault with the Stag parts catalogues so, if your copy seems to have blank spaces where there should be a commission number, do not think that yours has been misprinted, everyone's looks just the same. In respect of the lightly grained early material, I believe that this was only used for very, very early cars, and was possibly changed within the first 100 cars produced.



*The more grained material of most of the Mk1 cars.*

#### **The Mk 2 front seats**

For the 1973 model year the seats for Stag were upholstered in a slightly different way. The material used was still Ambla but it was now flameproofed and was of a slightly different finish with a slightly different mesh finish to the centre parts and a slightly different grain to the outers, the B-post upholstery, the door cards and cubby panels.



*The later material with a heavier grain used on Mk2 cars.*

These Mk 2 seats were also made for the fitment of head restraints – as standard for American market cars, but only as an option in the first instance for all

other markets. They were however incorporated into the standard specification for all markets from the 1974 model year. This necessitated a different seat back which now incorporated a 'hole' in which to fit the head restraint and only had two panels in the seat back and not the three panels of the mk 1 cars.



*Another seat that I shouldn't be proud of – it's amazing how a camera flash shows up all the dust in that basketweave. This is from another long term hibernator, this time from an early Mk2 car without headrests and showing the hole in the top of the seat back in which the (optional at that time) headrest locates.*

The hole in the top of the Mk2 seats has a chromed finisher and should have a black blanking plug when the headrests are not fitted. This is missing from the seat in the above photo – if anyone wants to donate a couple to me, then feel free, otherwise I will have to have a word with my friendly neighbourhood parts supplier in Sarratt.

Apparently, and I have not dismantled a seat to find out, the friction rollers which hold the headrest in place when fitted, were modified for 1975 to prevent the headrest stalk being pushed too far down.

The number of the thin mesh weave strips which make up the centre panels of the base and the back were changed for the mk 2 seats, from the earlier 9 strips to 10 strips.



*A standard Mk2 front seat as you will see most of them nowadays – with the headrest fitted as standard from the 1974 model year cars.*

#### **Position of the seat tilt forward catch**

As you all know, the rear seat is accessed by folding the front seat back forward after releasing it by raising the catch on the side of the seat. This catch is near the top of the seat on Mk1 cars (up to commission number LD 20000) but this was found to catch the B-post trim when a front seat was fully reclined and was therefore repositioned to be approximately half way up the seat back on all cars for 1973 model year onwards, i.e. all Mk2 cars.



*The position of the Mk1 seat release, high up on the side.*



*The position of the Mk2 seat release, about halfway up on the side of the seat.*

### **The rear seat**

This is a full width seat, ostensibly to fit two people (I've had my 80 year old granny and two small children in there for a 200 mile journey so it must be possible to fit two people in - or was my granny a very uncomplaining person?). It is upholstered in the same material and style as the front seats. Both the squab and the back have 22 thin strips of coarse mesh Ambla, surrounded by the same lightly grained material as the front seats. This construction did not change from Mk1 to Mk 2.

### **Disclaimer**

This treatment of the seats is meant to give a basic understanding of how they changed throughout the production life of the Stag and how to distinguish one change from another. However, the construction of the seats is far more complex than presented here and there are differences between the seats specified for the federal and the German markets. If anyone wants a more detailed view I would recommend that they use the Parts Catalogue 519579B which is that dated April 1974. This has its issues – not the least being that it refers to commission numbers which are really build or trim numbers and does not fill in all the part change point numbers - but is the best reference available.

I will just mention that the seats for certain markets and at different times were fitted with a detector pad which activated the seat belt warning light when the right conditions were met. I will deal with this in the seat belt article which will appear later in the year.

### **And finally...**

I have always said that I always make one mistake in every article. It is not deliberate, it is just carelessness. This month, the 'error' is not really an error but a little tester. If, in the course of reading the article, you spot anything which is not quite right, let me know. There is no prize but if your 'point is the same as the little tester, I will mention you in next month's despatches.

***Peter Robinson***

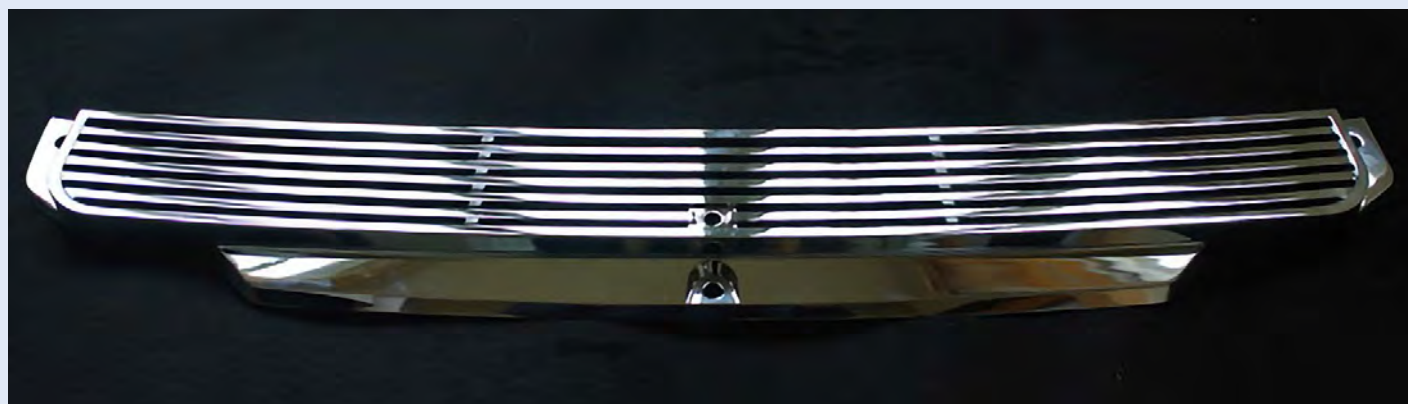
© Peter Robinson 2024



*All rear seats look the same – but the rear seatbelts are later additions.*

# SOCTFL NEWS UPDATE

TIME FOR SOME REALLY GOOD NEWS!



**Y**es you've guessed it. The SOCTFL Team are delighted to announce that the first batch of 100 air intake grills have been received and are available for purchase.

So, without further ado here are the details you are no doubt really interested in:

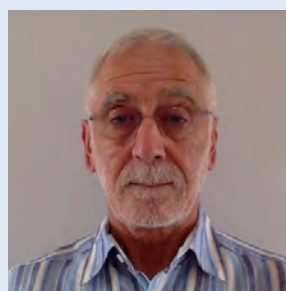
**Main Distributor** . . . . . Robsport International

**Retail Price** . . . . . £199.99

**SOC Member Discount** . . . 25%

Other suppliers will no doubt become available in due course and members purchasing this part should ask for the discount when making their order.

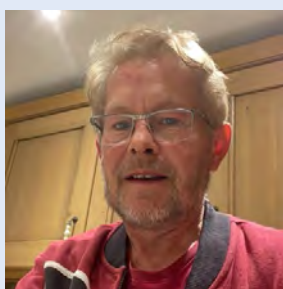
The development of this high quality, durable part has taken considerable effort and hard work by the SOCTFL Team. They have had to technical issues with the tooling, delays in delivery dates, etc. Their tenacity and commitment in bring this project to fruition is really worth a round of applause.



**Russell Lewis** lead the project spending many hours sourcing and leasing with the manufactures, distributor, and SOCTFL colleagues to ensure that the end result was a high quality part at an acceptable price. Made even more acceptable to SOC

members by negotiating a significant member's discount. Well done Russell.

**Julian Bucker** provided used his expert skills in CAD design and his considerable engineering knowledge, spending many, many hours slaving over a hot computer to produce the design file necessary for the tooling to be manufactured. His work was



provided free of charge and meant that the project was financially viable and without his efforts this may not have been the case. Many thanks Julian and very well done.



**Mike Allen** also deserves a vote of thanks for his valuable contribution to the success of this project. Living closest to the manufacturer he gave generously of his time and expertise in visiting the manufacturer to discuss progress and help to resolve any issues.

Of course the other members of the team contributed throughout the process giving their opinions and ideas, as always without charge to the club. Many thanks for their efforts too.

Following on from he success of the door handle bowls project this is another fine example of what SOCTFL can achieve for the benefit of SOC members and the longevity of our cars. Long may we continue to do so.

*Noel Sargent*



## Thought for the Month Rupert Klaiber

"...he yet showed on fit occasion his contempt for that pseudo-science which seeks for the applause of the ignorant by professing to reduce the whole system of the universe to a fortuitous sequence of uncaused events."

*Written of James Clark Maxwell in Encyclopedia Brittanica, 1883*

## Triumphstagshop

01564 824 414 or 07595 021 777  
Email: [sales@triumphstagshop.co.uk](mailto:sales@triumphstagshop.co.uk)



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



**Aldridge**  
EST. 1931  
TRIMMING

**5%**  
DISCOUNT FOR CLUB MEMBERS

*Aldridge*  
*We share your passion*

CALL OUR TEAM ON 01902 710805  
[sales@aldridge.co.uk](mailto:sales@aldridge.co.uk) • [www.aldridge.co.uk](http://www.aldridge.co.uk)

SUPPLIERS OF CLASSIC INTERIOR TRIM

## AM Restorations (UK) Ltd

### YOUR PRIDE OUR PASSION

At AM Restorations we are as passionate about restoring Triumph Stags as you are about owning and driving one

Whether you are considering restoring your current Stag or completing a stalled project we can tailor any restoration to your specific needs

**Body work Paintwork Mechanical Trimming**



[www.amrestorations.co.uk](http://www.amrestorations.co.uk)

01752 346544

[info@amrestorations.co.uk](mailto:info@amrestorations.co.uk)

14 Kay Close  
Plymouth  
PL7 4LU



# TULIPS TO THE NETHERLANDS

## OXFORD GROUP GO DUTCH - APRIL 2024



**W**ay back in July 2023, Oxford area member Martin Hatton threw out a suggestion in our group WhatsApp to take a trip to Holland and visit the tulip fields/parade/gardens. In a fairly short space of time we had our 'Tulips' group set up with 5 members and wives in the group.

The 'Tulips' consisted of Martin Hatton and wife Julie, Richard Taylor and wife Judy, Jimmy Brady and wife Sheila, Jason Williams and wife Catie and lastly, yours truly and wife Jenny. Following several planning meetings over the following months, we all set off on the morning of Thursday 18th April 2024.

### Day 1 – Thursday 18th April

We all met up at Oxford Services early (ish) in the morning for our 5 Stag mini convoy drive down to Folkestone to catch the 13:15 LeShuttle to Calais, which was just over a 2 hour steady run. We emerged around 14:50 (1 hour ahead) in Calais and set off for the 2.5 hour drive up to our first overnight stop at the Biznis Hotel in Lokeren, Belgium.

### Day 2 – Friday 19th April

After breakfast we set off in heavy rain for the next leg of around 3 hours up to our hotel in Noordwijk, Holland, for our 4 night stay. Not the most pleasant drive I've had in my Stag due to the weather, but thankfully event free.



Group photo outside Hilde's house

We stayed in a hotel called NH Noordwijk Conference Centre Hotel, which is huge with excellent facilities, albeit rather titchy rooms!

I had reached out to our Dutch SOC friends in Holland a number of weeks before leaving and by a very nice coincidence, their secretary, a lovely lady called Hilde, replied to tell me that she lived around a 10 minute drive from our Hotel!! She had very kindly invited us all to visit her at her home for drinks and a Chinese buffet on our first evening. So, the 10 of us arrived at her lovely home, literally next to the beach, to be welcomed by Hilde and her husband, together with 3 other 'Stag' friends and where we had a lovely evening. They were so welcoming and generous; they even gave us a small gift each. What incredibly lovely people.

### Day 3 – Saturday 20th April

Saturday was the day when the famous local Tulip Parade set off at 09:00 for it's 26 mile journey from Noordwijk to Haarlem, arriving 21:30. After breakfast we all set off for the walk into Noordwijk to watch the parade go by. The only word to describe the various floats going past is, incredible. They were just amazing, so clever and so impressive. Each float must have taken many hours to construct and given the fact that they were made totally of fresh flowers, most probably only the evening before, or very early hours of that morning. Just within the small section where we stood to watch, there was hundreds of people lining the streets cheering them on.

### Day 4 – Sunday 21st April

Prior to leaving the UK, Hilde, from SOC NL, had invited us to join their club rally on this Sunday. Due to go from our group was Jason & Catie and myself & Jenny. It looked to be a great day out but the only snag was it was a 2.5 hour drive just to join up with them at the start point, followed by around 5 hours driving in their rally, and then another 2.5 hour drive back. I'm 6' 2" and suffer with arthritis in my knees, so the thought of 10 hours almost non-stop driving without bending my throttle leg was

too much for me to deal with and I'm ashamed to say I bailed! However, our hardcore Aussies, Jason and Catie, took one for the team and attended the event, reporting back on what a fantastic day they had had. They even managed to get this cracking shot of their Stag in front of a windmill – classic.

The rest of us visited the town of Haarlem, where the parade had finished the previous evening, which is a beautiful place with a river running through it. We also ventured further north to a stunning little lakeside town called Volendam. It was a lovely sunny day of top down touring for all, what more could a Stag ask for!

#### Day 5 – Monday 22nd April

Today was 'tulip day' with a visit to the famous tulip gardens at Keukenhof. The huge car park was rammed and there were literally hundreds of people visiting the gardens. I must admit, I'm not at all green fingered myself and can't get too excited about flowers, whatever type they are. But these gardens were very, very impressive. If you like flowers, and in particular tulips, then you'd be in heaven at the Keukenhof gardens!! Back to Noordwijk and a lovely evening meal at a beachfront restaurant.

#### Day 6 – Tuesday 23rd April

Today, after breakfast, we set off for our next stopover, which was a leisurely one hour drive to The Hague. We stayed at a very nice boutique hotel called the Paleis Hotel, just behind the Royal Palace. We had a bingle around the city, which is very nice and very pretty in places, but did not venture down to the beach. The city is very good for shopping and very cultural, with a centrally located main square, which has many cafes and restaurants to choose from. We needed more than just our quick stopover really to fully appreciate the city.

#### Day 7 – Wednesday 24th April

After breakfast we all said goodbye to Jason & Catie, as they were splitting off to take a different route home, so now we were 8. Next stop Bruges. We took the islands and tunnels route, which was a little over 3 hours. Up until this point we had enjoyed a week of trouble free touring, aside from a minor issue with Jason's car. However, this was soon to come to a 'grinding' halt.

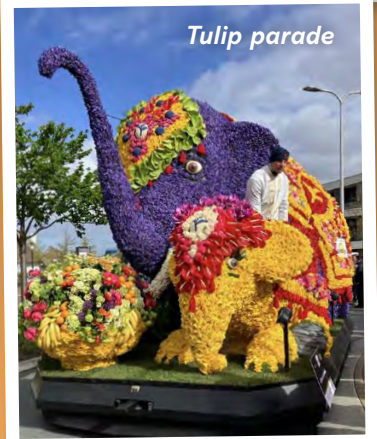
As we arrived at our hotel car park I was behind Martin, who's Stag has been lowered. Whilst there was no visible indication of any potential hazards entering the car park, there was soon a very loud and nasty sound of metal hitting something and Martin came to that grinding halt! There was a relatively small metal ridge to drive over entering the car park, which in itself wouldn't have proved a problem. However, what wasn't very obvious was a dip in the ground just before this metal ridge. Add them together and you have the perfect storm... for lower cars at least. On inspection, Martin's exhaust had been ripped out at the manifold end. Some concrete blocks were found nearby and a ramp was fashioned to get Martin over and into the car park for a further more detailed inspection.



Tulip parade



Dinner at Hilde's



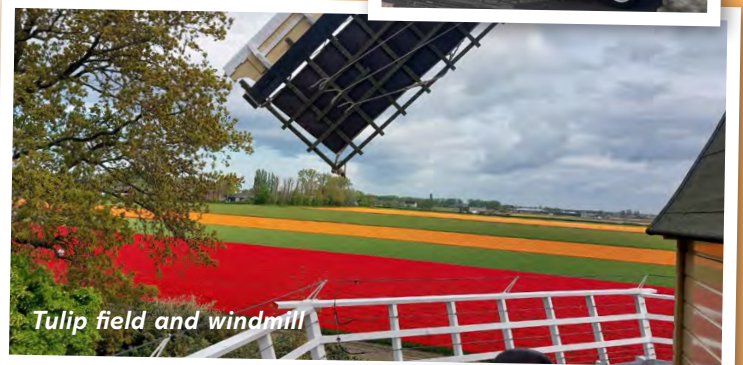
Tulip parade



Dinner in Noordwijk



Jason's Stag & Windmill



Tulip field and windmill



Stags outside Hilde's house

I had decided at this point not to attempt entry as, whilst my Stag has not been lowered, it does have a custom exhaust which sits quite low. Then Jimmy suggested that if I wanted to try, he'd observe underneath and let me know if I was going to make contact so that I could stop. Well, you've guessed it, crunch... that very same horrible sound of metal hitting something. Jimmy had seen no indication from his observation point on the nearside that I was going to connect. Clearly the issue was on the offside. I'm a big chap (tall and wide) and clearly this made the difference!! So, the makeshift ramp was set up again to get me over and into the car park. No such problems for Richard and Jimmy's standard Stags!

We very luckily had two very experienced chaps with us (Richard & Jimmy) so we split into two teams. Jimmy and Martin to look at Martin's car and Richard and myself to look at mine, not that I did anything or was of any help at all!! My custom exhaust system is a quod system and both pipes had been ripped out of the silencers and also pulled them out of the rear hangers. Richard was an absolute god send and got my exhaust back to a state whereby I could easily get back to the UK to get it sorted. Martin wasn't quite so lucky and it became obvious a hydraulic ramp would be needed to do what was required in order for him to carry on. Jimmy was able however to do enough to get him to a garage, if we could find one. Lady luck was with us again, as a local classic car garage agreed to help Martin the following morning and repair his exhaust, phew! By the way, Bruges was beautiful.

#### Day 8 – Thursday 25th April

The first thing that was on the agenda was to drop off Martin's car for repair. This required a slightly more elaborate ramp of wood pallets and concrete blocks to exit the car park. Jimmy followed him and brought him back to the hotel. Next it was my turn to utilise the now slightly beaten up ramps to get me out of the car park, which can be seen in the photograph. Success, I was out. We now set off for a brief drive of a little over an hour to our next stop in Dunkirk, stopping en route to collect Martin's car.

Our hotel was called the Ara Dune Hotel, a very nice family run place. Due to the morning's manoeuvres, we didn't arrive until the afternoon and as the hotel is outside of Dunkirk, we just chilled and then had a very nice final evening dinner.



Hotel car park at The Hague



Exhaust issue in Bruges



Nature stop for Gary

#### Day 9 – Friday 26th April

After breakfast it was time to say goodbye to Martin and Julie, as they were staying for an additional night in Dunkirk, so now we were six! A very short 40 minute drive and we were back in Calais for our return train on LeShuttle. Big queues to board, but many admiring looks at our 3 Stags in a row.

Once back in the UK I took off sharpish as we needed to make an appointment, leaving the others behind us. So, we've covered over a thousand miles by this point and are just 20 minutes from home in Oxford, when something didn't sound or feel right. Next thing we're now on the M40 hard shoulder, jacked up, wheel off and I'm looking for what I thought might be a loose nut on the wire wheel adapter spline. Nope, not that. It was a loose brake disc.

Not the best end to the trip for Jenny and I, but we didn't allow it to spoil what was a great week touring some beautiful countryside in France, Belgium and Holland. Thanks again Martin for making the 'Tulip Group' happen.

**Gary Witchalls**  
Oxford Area Coordinator







Robsport International are pleased to announce that they now have available Triumph Stag chromed plastic air intake grille. Newly remanufactured with tooling funded by the Stag Owners Club.



908388P - £166.66 Plus VAT.  
For further details call 01763 262263 or visit our website  
[www.robsport.co.uk](http://www.robsport.co.uk)

**NEW!**



**DIMMABLE  
LED Dashboard  
lighting upgrade  
for the  
Triumph Stag**



**A bit dim**

Most Triumph cars have attractive, traditional dashboards, but sadly the lighting is the weakest link. The warning lights are virtually invisible in daylight, and if you own a Stag or Dolomite Sprint this is really bad news. Our LED upgrade bulbs are twice as bright, are guaranteed to last for at least 5 years and could prevent an expensive disaster by reducing the time taken to absorb information from instruments.

**A little piece of history**

Ever since we have had LED bulbs to upgrade dash lighting, our driving experience has been transformed, but the fact that the bright new bulbs would not respond to our dimmer has been irritating. For more than a decade, developers around the world have been trying to find a solution, but without success - until now. Better Car Lighting have succeeded, and these new bulbs will directly replace your existing Lucas 987 ones, and are very bright, and will dim when you wish.

They are available in warm white, ivory white, ice blue, sapphire blue or green and the dash set, including one for a clock, costs just £59.99+VAT.



For more details contact Gil Keane 0121 773 7000  
[enquiries@bettercarlighting.co.uk](mailto:enquiries@bettercarlighting.co.uk)  
web:- [www.bettercarlighting.co.uk](http://www.bettercarlighting.co.uk)

**S O C C**

**Triumph Stag Part Specialists**



**ONLINE MAIL ORDER**

**WWW.SOCSPARES.CO.UK**

**40 YEARS EXPERIENCE OF  
TRIUMPH STAG PARTS**

# OUT & ABOUT

## E A S T E R N

Regional Co-ordinator:

Roger Kennedy [rogkennedy44@aol.com](mailto:rogkennedy44@aol.com)

Mobile: 07816 271237

### NORFOLK

**S**tody Lodge Gardens (<https://www.stodyestate.co.uk/>) had 9 Stags dotted around the huge field of classics. Gorgeous top-down weather allowed us to browse hundreds of classics whilst also getting a tan. We enjoyed touring the beautiful gardens with rhododendrons, specimen trees & especially the gorgeous Azalea Water Gardens.

During the day we were treated to the arrival of a convoy of around 250 motorbikes on a charity ride-out. Many were Harleys but most manufacturers were represented – even a couple of scooters. There seemed to be a 'Country Squires' dress theme & one side-car featured a Red Setter complete with handlebar moustache!



See the video in the interactive magazine on our website

June N&N we had over 40 people (not all in photo) & were delighted that Simon & Marie had come along to collect their newly refurbished Stag from Steve & Peter's care. This was a murky, wet evening yet Kevin & Jan set us a great example by bringing their freshly MOT'd Stag along too. Two glaringly white Stags were certainly less pristine by the time they got home!



Guest of Honour was long-term local member, Graham Blyth who has owned his K-plate Stag for around 45 years! That's amazing enough, but Peter Robinson & Chris were like bees around a honeypot once they found that last year Graham also bought DRT 80H, built late June 1970 (LD 139). A Norfolk car from new, owners have included local members Bill Allison & Mike Grady. Although needing work, we look forward to seeing you again Graham, hopefully with one of your early cars.

Kevin reviewed the past month including Stody, plus the regular Bure Valley Railway event at Aylsham where you can drive a train! Steve B & Peter R reported Strumpshaw was a quagmire, Stu & Ross said Thurton Autojumble was about 30% of usual turnout & Doreen & Alan spotted only 3 Stags including theirs, but hundreds of Aston Martins! Dunno about Global Warming, I think we should communally start to build an Ark for our Stags!

Future events were outlined tonight & by email next day – are you on our email list? They included advance notice of the Norfolk Party for 10th-12th January 2025. Cost of this legendary long-weekend has only risen by £30 per couple. A poster is on our SOC webpage.

Kevin is currently devising a simple tick-box email questionnaire for you all to give us your thoughts & ideas about Norfolk SOC events, including Noggin 'n' Natters. Are you getting what you want? What else would you like? Well, 'currently' is not strictly true since at the time of typing (early June) Kevin & Jan are leading our Area trip around Yorkshire. So, if you haven't already seen it, when it arrives, please complete & return the questionnaire. You are our customers & we need to know your thoughts & ideas to help us improve the service you receive.

First Tuesday each month - Noggin 'n' Natter 8pm+ Village Inn, School Lane, Little Melton, NR9 3AD just

outside western edge of Norwich Southern Bypass. Browse <https://www.stonehouserestaurants.co.uk/> then put NR9 into search box and visit local website for menus etc. Park behind pub, use rear entrance & our room is first on right through the doors. We're a sociable bunch of mainly couples so please join us 6.30pm onwards to sample very good value food pre-meeting (no need to book).

Norfolk Area Team: Email: [norfolk@stag.org.uk](mailto:norfolk@stag.org.uk) which goes to Co-ordinator & Deputies ...

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

### NORFOLK AREA WEBPAGE

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

*Kevin Mellor*

*Mobile: 07957 790764 Email: [norfolk@stag.org.uk](mailto:norfolk@stag.org.uk)*

## BEDFORDSHIRE & NORTHANTS

**M**ay Natter and Noggin

I was not in attendance but reports back to me have been it was well attended and hopefully it will be well attended in June

### Drive it Day

I must be getting old and senile as those of you that read last months magazine would of seen the heading for drive it day but no article. Well we met at Kempston Retail Park out side the Mac Donalds. Six cars left in convoy to go to the Industry and Supply Café at Weedon Bec. I had printed of the route for each car just in case any of the cars got separated. We all left in convoy and managed the roundabouts and traffic lights to get out of town but on getting to the country roads my navigator gave a wrong instruction which I followed only to have the other five cars to follow, and it was not too long before we got back on the desired route with all still following.it was all going well until we were getting close to Weedon when we were scheduled to travel the last few miles on the A5 going north we got separated. As I arrived at the Royal Ordnance Depot it was obvious that the venue was a popular choice for Drive it Day with the car parking spaces all taken up and a lot of Stags already there from other areas. After managing to get to the café and place an order for coffee and hot sausage bun I managed to circulate with some of the other attendees in the Stags and then made an early escape to travel home.

### Luton Festival of Transport

See report elsewhere

Up and Coming events

July 14th Kimbolton Country Fayre & Classic Car Show clashes with the National Day at Brands Hatch and I will

be attending the National Day. However I have requested an area for the Stag Club again and hopefully it will be the same area

I have been sent details of an ALL TRIUMPH DAY SHUTTLEWORTH on Sunday 8th September. Pre booking is essential at [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com) all Triumphs get preferential admission entry £10 per Driver and ALL occupants. Includes return visit for up to 30 days. Entry via the new entrance in Alder Drive , SG18 9DT 10 am to 5pm

Natter and Noggins

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

What's App group.

The group has been very active with Anthony requesting anyone who had a car transport trailer or experience of any place to hire. We welcomed two new members to the group .John Carson and Kevin Jones, Nick Wyley posted a picture of his car on the back of a recovery truck. A few posting of Stag items found on their holidays. Simon Parrot gave recommendations of a company that remove 7 or 8 dents from his Stag and Rob Chaponiere posting a recommendation for Loctite super glue for all plastics.

Bedfordshire Web Page

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

### DIARY DATES

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

### BEDFORDSHIRE AREA WEBPAGE

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

*Roger Kennedy*

*Mobile: 07816 271237 [rogkennedy44@aol.com](mailto:rogkennedy44@aol.com)*



## ESSEX

**M**ay was the Little Baddow Open Gardens and it was well supported from our area and all were blessed with sunshine unlike a couple of years ago. I would have liked to have attended but was away on holiday

Last month was the Summer Picnic Run kindly organised by Ricky and Maggie and what a great day it was to. Tops down and a well planned run up to Clare Castle Country park in Suffolk. 10 Stags arriving at the venue and no-one got lost. Lots to see being the castle ruins of course but more interestingly, the disused remains of the Clare railway where they have removed the rails but kept everything else. So strange to see just grass between the platforms. and where the tracks were, the line through the woods in the distance. I managed to take a sneaky photo of the car. **See the front cover.** Nice tea room and Chris managed to uphold his reputation of having an ice-cream, well it was more a box for a family but he managed to get through it. We all made our way back separately and a nice fast run home to Essex. Thank you Ricky and Maggie for all your hard work, appreciated by all.

This month we have the kind invitation from Trevor and Petrina for the BBQ on 6th July. 9 Stags on the run down and details will have been sent to those of you who have confirmed they are going. Thank you to both of you, we are really looking forward to it

Busy month this, as we have National Day at Brands on the 14th, which again is well supported will be great event. Take camera.

Next month we have our Long Weekend in Christchurch.

September we will be attending the Hyde Hall classic car show so gives you plenty of time to polish your wheels if you wish to attend. Email going out very soon for names and numbers.

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

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

It has been fantastic, not just for me, but others to see

members coming forward and wanting to organise events for our area. Support from myself is of course always there.

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

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

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

### DIARY DATES

- ✔ July 4th – Club night, Old Windmill
- ✔ July 6th – Summer BBQ
- ✔ July 14th - National Day Brands Hatch
- ✔ August 1st – Club night, Old Windmill
- ✔ August 23rd – 26th – Long Weekend away
- ✔ September 1st – Hyde Hall Car Show
- ✔ September 5th – Club night, Old Windmill
- ✔ September TBA - Night Run
- ✔ October 3rd – Club night, Old Windmill
- ✔ November 7th – Club night, Old Windmill
- ✔ December 5th – Club night cancelled
- ✔ December 7th - Christmas meal, raffle and awards

*Andrew Smith*

*Tel: 01702 511234*

*Email: yellowstagv8@gmail.com*

## SUFFOLK & N.ESSEX

**M**ay got off to a great start with 11 Stags meeting at a well-known supermarket for the 52nd Ipswich to Felixstowe run. When assembled and after drinks were purchased we followed Mick to Christchurch Park to join the 500 or so vehicles taking part. These varied from a penny farthing to a Ferrari and everything in between. The journey to Felixstowe was quite slow as always. Lots of people lined the route which made the journey great fun hooting and waving, especially as this year there was an extra dimension to the day with Ipswich Town Football Club having gained promotion

## CAMBRIDGESHIRE



On the sea front at Felixstowe

to the premier league (to the delight of Ann who came appropriately dressed in blue and white). The blue and white flags were everywhere. Once we got to the sea front the number of people was amazing so once again a day at the seaside without an ice cream (the queues were just too long) but we enjoyed a picnic lunch and a look at many of the vehicles parked along the sea front. What a great day out.

On the late May Bank Holiday 14 gleaming Stags assembled near Colchester for the short run in to the East Anglian Railway Museum. We were parked up in a row near a fabulously restored fairground organ producing a superb sound once the stags were quiet. With free train and bus rides we could all get a trip out. And with only small queues for ice creams I finally got mine. I'm sure we all had a great day out.

Our June N&N will be our Shine and Show more about that next time.

Things to look forward to in July include National day at Brands Hatch and Bridge Classics, we had a great day out at their Bentwaters' airfield site last year, so let's hope it's as good 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/>

### DIARY DATES

- ✔ 3rd July N&N The George. Hintlesham IP8 3NH
- ✔ 14th July SOC National Day Brands Hatch (Booking instructions in Mag)
- ✔ 28th July Bridge Classics Car Show
- ✔ 4th August Helmingham Festival of Classics
- ✔ 7th August N&N The George. Hintlesham IP8 3NH

### SUFFLK AREA WEBPAGE

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

Tim Hart

Mobile: 07749 895710 [suffolk@stag.org.uk](mailto:suffolk@stag.org.uk)

The summer weather still seems to be in the waiting room. However, we were blessed with periods of bright sunshine and warmth for our visit to the Bottisham Airfield Classic Car and Bike Show. There was a fantastic variety of vehicles on display and live music from the 60's, 70's and 80's provided by the group "Back in time". There were also several classic car and motorcycle clubs, along with a selection of military vehicles. The photo shows our Deputy Co-ordinators' Stags.



Everyone enjoyed themselves taking in the atmosphere of decades past and enjoying the food selection in the Flying Tractor Cafe.

The May N&N moved to the George & Dragon, Elsworth, our first visit for some time. The meal was excellent and we were joined by a new member, Paul Denton and his red Stag, inherited from his father-in-law. We had a good natter and more importantly a good laugh, discussing upcoming events and Stag technical issues.

Our July event on the 14th takes us to two of the very best NGS gardens in Cambridgeshire. We will meet at the first garden in Impington, then have lunch before attending the second garden in Somersham. The garden owners will provide coffee, biscuits and cream teas. This event will include our monthly N&N.

There have been some changes to our summer programme and so please take note of the Croydon Village Classic in September and Crocodiles at Old Hurst in November.

Chris Grove

Deputy Co-Ordinator Cambridgeshire

### DIARY DATES

- ✔ 14th July NGS Cambridgeshire Garden Drive including N&N (Sunday)
- ✔ 10th August Denny Abbey & Farmland Museum (Saturday)
- ✔ 21st August N&N plus BBQ and Quiz (Wednesday)

- ✔ 8th September Croydon Village Classic Vehicle Show (Sunday)
- ✔ 18th September N&N (Wednesday)
- ✔ 13th October Treasure Hunt including N&N (Sunday)

**Rod Kennedy**  
 Tel : 07501 448516  
 Email: [cambridgeshire@stag.org.uk](mailto:cambridgeshire@stag.org.uk)

about upcoming classic car shows and other events that we are looking forward to. It's time to get your classic cars out and enjoy them!

We meet on the first Thursday of every month at The Golden Eagle in Ashley Green, a village between Chesham and Berkhamsted. Why not join us! The pub offers a great selection and the food is excellent. Chris, the landlord, is something of a foodie and, as well as the menu selection, offers chilli con carne and chips. It is only about 15 or 20 minutes west of the junction of the M25 and the A41. A warm welcome is assured.

#### DIARY DATES

- ✔ Thursday 4th July – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 11th July – Shiny Car Night, beginning mid-afternoon at The Old Red Lion, London Rd, Hemel Hempstead HP3 9TD. Bring your Stags and show them alongside the TR Register's sportscars and other interesting classic vehicles beside the canal. Contact us for more details.
- ✔ Thursday 1st August – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

**Paul Harrison**  
 Mobile: 07710 316558  
 Email: [p\\_harrison63@hotmail.com](mailto:p_harrison63@hotmail.com)

## HERTFORDSHIRE & N. LONDON

**S**ix local members were at our June meet. There were two Stags in the pub car park, which is great!

Electric vehicles were one of the subjects of our conversation. Range anxiety notwithstanding, they clearly have a place in the automotive future for many of us. I cannot help but consider their enormous environmental impact, though, and the resource and emissions saving that we classic vehicle owners yield. The newest Stags are getting on for 50 years old. So let's continue to preserve and enjoy them whilst we can. Self-driving vehicles are another matter altogether, though, and personally, I do not relish the prospect. I love driving and cars with character!

The show season is just about upon us, and we talked

**Silverstone Festival**  
 23-25 AUG 2024  
 FORMERLY THE CLASSIC AT SILVERSTONE

**JOIN THOUSANDS OF CLASSICS AND TAKE CENTRE STAGE WITH YOUR CAR IN OUR DEDICATED DISPLAY AREA**

WWW.SILVERSTONE.CO.UK/CLASSIC-CAR-CLUBS  
 OUR CLUB'S EXCLUSIVE DISPLAY PACKAGE CODE IS: 093CCDP24

**ADRIAN FLUX**  
 Insurance for the individual

# OUT & ABOUT

## M I D L A N D S

Regional Co-ordinator:

James Scott [scottygsxr@gmail.com](mailto:scottygsxr@gmail.com)

Mob: 07970 206829

### NOTTS/DERBY

**R**olleston Transport Festival  
Another early start with the TR7 to meet up with those attending Rolleston Transport Festival. Steve and Julie in their TR3a were already there as were Paul and Lesley. I was slightly confused as I pulled up and was asked if I was with the Rolls Royce club, fortunately they let me through to park on Burnside as before. Dave and Margaret in their TR3a with Mike and Jan rolled up shortly afterwards so we were all parked in a line albeit with an E Type and Rover P4 splitting us up.



As ever bacon butties were calling, however there was no food being prepared at 8.15 so back to the cars for a chat and a wait until the kitchen was open.

Time for a wander around the field to have a look at the range of cars in show. I was particularly taken with a very nice 1936 / 37 MG TA which I could have quite happily taken home albeit not very fast, although that's not the point with something like that.

There was a good choice of live music in the main hall with a very good first set from the Burton U3A jazz band, well worth a listen late morning

It was nice to catch up at the same time with Janet and Malcolm who had walked down.

The threatened bad weather didn't really materialise although we had enough spits and spots during the day to justify putting the roofs up.

We had all been asked to wait until 4.30 so we could take part in the cavalcade around the village rather than just disappearing. Fortunately the weather had picked up

so it was a really nice thing to do to finish the day with so many people lined up on the route waving as we went round the main roads and side streets.

Phil Gunn

#### Tally Ho Classic Car Run

Three members in a Stag, Triumph 2000, and a TR7 from our area plus another Stag from Doncaster took part and as always it was a superb route and well organised. This run is every 2 years and is to raise money for the Weston Park Hospital Cancer Charity in Sheffield and starts from the hospital car park where we were told by the hospital staff that there were patients looking out of the window to watch the goings off as it brightened their day up a bit. After all the treatment Tracie had here and then Keith, this one is important to me and Lynn agreed to navigate, something made easier by a new app called Rally Tripmeter that a friend told me about. Lynn said she was going to remember what Tracie told her when she and Keith did their first event a few years ago "Don't worry if you make a mistake, it isn't your fault, the problem is always between the steering wheel and the drivers seat". Sounds about right!



From Sheffield, we headed out to Hathersage and on to Abney, Great Hucklow and past the gliding Club, through Peak Forest, Millers Dale and Tideswell, ending up at Thornbridge Hall for the lunch stop. The next leg took us Sheldon and towards Bakewell, passing the very popular Tagg Lane Dairy, known for its excellent ice cream, sadly, when we stopped there, the queue was huge, probably about 20yds long, so we abandoned the idea, which was a shame as we visited there several times when both Tracie and Keith were have their cancer treatment, Keith and Lynn going more than we did. Monyash was decided as a suitable ice cream stop, but that was even busier, so we never did get one. We headed through Youlgreave, then

across towards Ashover, Brackenfield Higham, Shirland and eventually passed Hardwick Hall, ending up at Welbeck Abbey and into the brewery yard where we were given refreshments, cakes and a bottle of their beer.

In total £5000 was raised for the Charity.

### June Meeting

We had a reasonably busy meeting and it was nice to welcome new members, Phill and Dawn Jennings with their very nice Sapphire Blue Stag, hopefully we didn't put them off too much!

There were only a couple more Stags in the car park, but hopefully more when the weather warms up and we can sit outside. As usual we had the raffle and several redraws as the same people kept winning, which is fairly normal.

### New members

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

### WhatsApp Group

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

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

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

### DIARY DATES

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

Booking is direct with the organisers where contact details are supplied

- ✔ 6th – 7th July Elvaston Castle Steam Rally
- ✔ 6th – 7th July Cars in the Park, Lichfield
- ✔ 28th July Ashover Classic Car and Bike Show
- ✔ 3rd-4th August Hebden Bridge Vintage Weekend
- ✔ 11th August Ilkeston Classic Car Show
- ✔ 17th August Barlow Carnival
- ✔ 23rd-25th August Silverstone Classic
- ✔ 25th August Gloucester Goes Retro
- ✔ 26th August Pershore Plum Festival
- ✔ 8th September Area Day and Triumph Day Great British Car Journey
- ✔ 14th – 15th September Road, Rail & Ale, Statfold Railway

### NOTTS / DERBY AREA WEBSITE

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

*Phil Gunn*

**Tel: 07542 338100** [nottsderby@stag.org.uk](mailto:nottsderby@stag.org.uk)

## WORCESTERSHIRE

**M**ay was dominated by our trip to France and the Laon Historique. A trip that had been months in the planning. Details are in a separate article with some amazing pictures, but spoiler alert, it was a very eventful trip!!

So at our June N&N Ian gave us all the details of what was obviously a magnificent trip but with a few car issues on the way.

Our run out to the Confetti fields in Pershore was proving difficult to sort out so if members are interested they are advised to make their own arrangements. It is expected to be very busy.

Arrangements for the runout on the 9th June and Rodgers charity quiz on the 14th were discussed and confirmed.

At the end of June, we have the Interclub International Weekend in Malvern. Tony and Christine have put a lot of work into getting the stand sorted out, it's not been easy, but they thanked everyone who has offered to help over the weekend.

There had been rumours that Howard and Val's Malvern Wells Village Fete was to be cancelled, but the problems have been resolved and everything is back on.

We are already looking towards the 2025 calendar and suggestions were put forward for a spring trip to Norfolk and a 12 day trip to the ESM in Germany. Watch this space for further developments.

### DIARY DATES

- ✔ 28 June - 7 July - Confetti fields, Pershore
- ✔ 4 July - N&N - The Oak
- ✔ 6 July - Family Day and Classic Car Show - Highnam Court
- ✔ 14 July - SOC National Day, Brands Hatch
- ✔ 20/21 July - Classic Nostalgia, Shelsley Walsh
- ✔ 1 Aug - N&N 19:30 for 20:00 The Oak
- ✔ 26 Aug - Pershore Plum Festival
- ✔ 5 Sept - N&N - The Oak
- ✔ 8 Sept - Malvern Wells Village Fete
- ✔ 10 - 17 Sept - Northern Ireland trip

### WORCESTERSHIRE AREA WEBPAGE

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

*Paul Catterall*

**Tel: 01684 566106** [knightsyard@btinternet.com](mailto:knightsyard@btinternet.com)





## WARWICKSHIRE / LEICESTERSHIRE

**W**ell under way now for the season. Lots planned and the first couple of events done and dusted. We attended the Classic Wheels at Oakham on the 19th May with 11 cars on display. Di and I arrived early to set up and shall we say it was bracing. YES we shall. I felt seriously under-dressed in shorts (no change there) and tee shirt. Even with a fleece on it was cold. By 9:30 the sun came out and all was well with the world. Last weekend we were at the Coventry Motofest. Big event that takes over the whole City centre. 8 cars on Saturday and 10 on Sunday on the pavement outside the Council House. Weather wasn't bad, Sunday especially, too warm for some. Thanks to my deputy Steve, for pulling this together. June, July and August look very busy with only a couple of blanks weekends, but we have plans to fill them too.

Nothing much to report on the car projects except progress, although slow is being made.

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

Tone and Di

### DIARY DATES

**WARWICKSHIRE** –Our regular monthly meetings will be held on the first Tuesday evening of the Month at the 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. - £5 per car. Just turn up? (we're checking)

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

July

- ✔ Sun 7th. – Market Harborough Town Centre. Full now really but may get you in. Let me know asap.
- ✔ Sun 14th – BMC Day at Gaydon. Book direct with museum. Very good value. Let me know if booked.
- ✔ August
- ✔ Sun 4th. – Townthornes BEN charity annual fete. Let me know if you want attend.
- ✔ Sun 18th – Ibstock Country Fair. Let me or Paul Smart know if attending.
- ✔ Sat 24th – Gloucester Goes Retro - .Some of us make this a long weekend. Talk to Di if interested.
- ✔ Mon 26th – Pershore Plm Festival. £8 per car and let me know if interested. I do a club booking for this.

### WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

*Tony Lapworth*

**Tel: 07906 971960**    [tony.lapworth@outlook.com](mailto:tony.lapworth@outlook.com)

## SHROPSHIRE & SOUTH STAFFORDSHIRE

**H**i all, we hope you are all well. I have a few things to tell you this month .In April we held our AGM I was voted to stay as area coordinator for this year and I am delighted to say Patrick Fitzgerald has agreed to be deputy Both of us were voted for unanimously.



Some of us attended the Laon Historique organised by Scenic Car Tours and as always when we get together a fantastic time was had, great company with a love of classic cars. There were so many amazing cars and roads and each day was topped off by a fantastic social evening organised by Sandra. The cars all behaved right up till getting into the cars to return home when Keith's very reliable stag decided not to start so his stag was quickly surrounded.



A faulty inertia switch was quickly diagnosed and replaced and normal service was restored. .

Well that's it for this month

Our monthly N&N will continue to be held on the second Tuesday of the month at the lamb in Edgmond TF10 8HU

Regards Steve

*Steve Ellison*

Mobile: 07710 642963 [steven.ellison@icloud.com](mailto:steven.ellison@icloud.com)

## SOUTH BIRMINGHAM

**N**oel's Notebook

Well, May turned out to be a month of some varied activities amongst our members, not all related to their Stags.

Following a chat with Andy at the May N& N, he very kindly offered to sharpen my wood chisels, something I am not very good at. He informed me that his chisels were so sharp that they could shave the hairs from his arm. An offer I could not refuse and thanks a bunch Andy.

Scotty is extending his garage with the help of Alan. As result his construction labouring skills and his ability to walk on a sloping roof have come on in leaps and bounds over the last couple of weeks. These are just two fine examples of the helpful nature of our members.

On the Stag front Brian, after much investigation and changing of fuel pump and electronic ignition, finally found the fault that caused his car to cut out for no apparent reason. After a couple of minutes he was able to restart the car. He finally found the culprit. A loose connection to the fuel pump. Well done Brian. I know it was driving you nuts (no pun intended)!

I was asked if I would like to test fit the new flocked window seals and feed back my thoughts to SOCTFL. Of course I agreed. So on a warm sunny Sunday, with a little help from my neighbour, out came the driver's side window frame and onto the bench. Stripping out the old seal was easy and I was able to compare the profiles of the new and old seals. Believe me they were very different. Taking my time I carefully fitted the new seal. It is an excellent fit and is very unlikely that it will push too far into the channel as the old seal was prone to do. The seal holds the glass in very well and allows no movement side to side so no chance of a rattle. At the same time the glass moves up and down very smoothly. So, a really good product that does the job well and is now available for purchase.

I acquired a couple of the new chrome plastic door handle bowls a while ago and with Brian's help (thanks mate) we fitted them. Never having done the job before it was useful that they came with a set of instructions. However we did experience a couple of problems that I'll not bore you with but if you are planning to do this job take a look at a Youtube video from Church House Classics. The title of the video is '1973 Triumph Stag-door rattles, locks, handles- Parental'. There is a section of the video where it clearly explains how the lock mechanism works and how to remove and refit it. Well worth viewing.

Finally, we are having to review our N&N meeting arrangements due to changes in the Robin Hood opening times and the reduction of space following changes to the internal layout making the meeting space much smaller. No final decision has yet been made but I will keep you up to date as things progress.

## DIARY DATES

### July

- ✔ 6th/7th Hanbury Show, Park Hall Farm, Hanbury
- ✔ 6th Family Day, Highnam Court, Gloucestershire
- ✔ 13th Astwood Bank Carnival, SE Davis Astwood Bank
- ✔ 13th Ombersley Cr Show, Ombersley Memorial Hall
- ✔ 21st Classic Nostalgia, Shelsley Walsh
- ✔ 28th Car and Motor Cycle Show, Bodryddan Hall, Nr Rhyl LL18 5SB
- ✔ August
- ✔ 4th Trimpey Vintage Rally, Bite Farm, Trimpey DY12 1NU
- ✔ 4th Footman James Coffee & Chrome. Chateau Impney WR9 OBN
- ✔ 10/11th Championship Challenge, Shelsley Walsh, WR6 6RP
- ✔ 10/11th Far Forest Countryside Show, Far Forest Show-ground, DY14 9DA
- ✔ 17/18th Broadway Car Show, High street Broadway, WR12
- ✔ 26th Pershore Plumb Festival, Pershore, Worcs. Noel Sargent.

### SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottygsxr@gmail.com

## SOUTH CHESHIRE / NORTH STAFFORD

We had beautiful weather on June 1st and 2nd at Tatton Park Knutsford, and as usual it was nice to see everyone again and of course we shall be back again there on 17th and 18th August. If you wish to display your stag on our stand then please ring me before 12th July because that is the cut off point for the inclusion in the Passion for Power car show.

On the 21st July we shall be at Capesthorpe Hall Cheshire classic car show and if you wish to join us then please arrange your pass on line with Classic Shows or pay on the gate and come and join us for the day.

On 11th August we shall be joining Nigel and his West Lancs area at The Wirral Classic club display at Claremont Farm Wirral, please ring Nigel for details.

On 17th and 18th August it will be The Passion for Power event at Tatton Park Knutsford-Please ring me before 12th July if you wish to be included.

1st September Arley Hall Cheshire.

Here's hoping for lovely weather for the shows, See you there, Judy.

Judy Harrison

Tel: 0161 748 4608



## EXCLUSIVE BENEFITS AVAILABLE TO ALL STAG OWNERS CLUB MEMBERS

We are delighted to offer the Stag Owners Club these exclusive benefits:

- Cheaper prices
- Cheaper shipping
- Competitions & fun
- Claim back your membership

To register for club members' discount or any other enquiries please email [marketing@davidmanners.co.uk](mailto:marketing@davidmanners.co.uk)



0121 544 4444

E-MAIL: [MARKETING@DAVIDMANNERS.CO.UK](mailto:MARKETING@DAVIDMANNERS.CO.UK)  
991 WOLVERHAMPTON ROAD, OLDBURY, B69 4RJ

FOLLOW US ON SOCIAL MEDIA  

[WWW.DAVIDMANNERS.CO.UK](http://WWW.DAVIDMANNERS.CO.UK)

PARTS FOR JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

# OUT & ABOUT

## NORTH EAST

Regional Co-ordinator:

Graham Falshaw [meredies@talktalk.net](mailto:meredies@talktalk.net)

Tel: 01977 677733

### NORTHUMBRIA

On 19 May we took the unique opportunity to drive our Triumphs onto a very private Estate never visited before by classic cars – 200 year old Styford Hall and its uniquely designed Stable Block. For many years the family estate of the Dickinson family (one of whom I worked with many years ago) the property lies hidden on the wooded banks of the Tyne. The family was curious to meet us all and to see our cars! So 18 members (including 2 Spitfires and our by now familiar moonglow Dolomite 1850) were joined by 12 TR Register members to form a colourful display of 28 classic Triumphs, one 1936 Riley Imp and one classic motorcycle (that's 30 if you include the motorcycle!).



*Les Johnson at Styford Hall Northumberland  
photo by Kamil Mazurek*

Perhaps understandably our hostess Annabel took a real shine to the Riley Imp and was duly offered a drive round the estate whilst applauded by all present! Alexander, the owner and host, gave us a short talk about the estate and we enjoyed homemade scones with jam & cream and tea & coffee in the shade of the trees in front of the historic Stable Block. Kevin showed us all a gleaming example of a Stag alloy which had been diamond cut by a local engineer well known to Kevin. He will do a set of 4 for £400 (enquiries by email only to Brian please). There was no charge for entry to the Styford Hall Estate but, as we have become accustomed, we had discussed a mutually agreeable opportunity to make a totally voluntary charitable donation to the host family's chosen charity. The family has very close personal links with Child Bereavement UK and our members were very pleased to make a collective donation of £500 (including gift aid).

We felt we had made a real difference whilst having a great trip out. On departure, the best car park spaces had been reserved at Northumberland HQ, a new café on the military road, where we had a sandwich lunch.

On 2 June Northumbria Area contributed to the 16 member line up (including notably Ken's Mk1 2000) at the Thirlestane Castle BVAC Classic Festival of Motoring across the Scottish Border alongside Stags from Durham & Cleveland and East and West Scotland. It was good to meet Steve Fermor from Dumfries – we discussed our respective Stag buying experiences and Steve said he would come to our Beaufront Castle event. Thanks especially to Angela for the free buffet and hot drinks making everyone welcome and keeping spirits up – a totally unexpected elderly neighbour of mine 90 miles from home was kindly offered a seat and fortified with a sandwich and tea! Ian & Marion, a long way from home, also dropped in to visit us while his new Stag awaits a new transfer housing and clutch inspection and we really hope to see it soon!! Our stand was one of the best positioned central stands at the Show; there were over 1000 cars and there was plenty to do, even a castle tour, before leaving after 5pm. The good weather made the 2 hour open top drive from Tyneside up the A697 through Northumberland and Coldstream a pleasure. Huge thanks to both Lewthwaites from East of Scotland for organising the day.

I purchased and fitted a new SOCTFL chromed plastic heater air intake grille (with 25% member discount) and I'm very pleased with it – no more unsightly pitting.

Our next visit to a grade1 listed private country house will be another unique event and a real treat - hope you can all make this one as successful as the last one! Members in any Area are welcome to join us on any of our drives – especially Cumbria members and anyone touring in their Stags from distant places. If you're not in our WhatsApp Group and are interested to find out more please contact Roland or Brian (contact details on website).

#### DIARY DATES

- ✦ 14 July – drive through spectacular Northumberland countryside with TR Register who helped us secure this visit; we will park for photos in front of the 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.

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

**Roland Tate**  
*rolandtatetcf@gmail.com*



short drive to Ushaw House for the Classic Car and Bike Show. With the sun shining almost all day, a relaxing time was had looking around the exhibits and sitting in the sun.

In stark contrast, the following day we met up with John, Margaret and Jonathan for the drive to Thornton-le-Dale where it rained virtually all day, so much so, that the prize giving by Derek Mathewson was brought forward and we were on our way home by 2 o'clock.

Another busy weekend of 1st and 2nd June saw us at Thornley Hall Farm on the Saturday for Andrew Hardy's Classic Car Show. Then on the Sunday we were at West Hartlepool Rugby Club for the NECPWA show ably run by Gerry Harper and his team, who also arranged the fantastic weather with warm sunshine all day! On this occasion the ladies did us proud by providing an impressive buffet for the afternoon, most of it home baked. I think it's safe to say that it went down extremely well, thanks to all who contributed.

#### DIARY DATES

- ✔ July 21st Newby Hall, book via NECPWA, stand with North Yorkshire Area.
- ✔ July 28th Ripon Old Cars, Ripon Racecourse, contact Andy Maughan, North Yorkshire.
- ✔ August 10th & 11th Croft Historic Festival Weekend & Show with TR Register.  
Mike

*Mike Reeve*

*Tel: 01642 710101 michaelreeve121@btinternet.com*

## CLEVELAND & CO DURHAM

**F**or our Friday meeting on May 3rd five stags met up at the Cross Keys on the A171 near Guisborough, with the ominous dark skies everybody set off for the Jack and Jill, Scaling Dam with tops up. An enjoyable evening with good food, then out into the darkness and heavy rain for the drive home.

Saturday 25th and five stags met up with TSSC members at Brian Armstrong's centre in Durham for the



## WEST YORKSHIRE

**S**ince my last report we in West York's area have had quite an eventful time, with yet another record amount of members attending the Noggin & Natter. In the past few months, we have welcomed a few new members to our fold David Jackson, Trevor Starkie, Mark Cooper and our latest John Bricklebank. We have yet to meet John but one of our long-standing members



*Bumping into Craig Revel Horwood at Ferrybridge Services*

John & Wendy Philips had the pleasure of talking to Mr Bricklebank at a garden/car show near York recently and told him of our friendly social club. Other events some of our members have attended have been Mike & Lesley Nixon I sure would have gone to the car show in Tadcaster a firm favourite of there's while others went to a new show at Burton Agnes Hall near Bridlington held on the same day. After those 13 stags had their Euro trip and what an eventful time that was, we all gathered at Ferrybridge services and just happened to bump into Craig Revel Horwood, who showed an interest in our cars, being a stag owner himself. Then we set off to Hull for the Ferry when Jack Bradley's accelerator cable snapped before he got to the ferry while separated from the group, but a quick phone call to our resident Red Adare trouble shooter Graham Falshaw managed to talk him through what to do to get him to the ferry and then for a proper fix of fitting a new cable, it always pays to carry spares! But I will be going into more detail about our trip and meeting our Dutch Stag friends in a Magazine article.

58 cars attended and only 10 being Stags alas 2 of our Stags could not make it sadly Jack & Celia Hewitt was still getting over from their euro trip. I did think there would have been more of us at this event, which started at Sherburn Airfield, then took us along the countryside around Goole then after an 80-mile route on to Brighton Airfield for coffee and cake well done to the De-lacey Club and the monies raised for charity.

Our next event is Harewood House which we have not been to for some time due to the organisers of the show changing. Well, 15 Stag attended Harewood House. I can report that I didn't think it was an overwhelming success according to one of the staff he thought the numbers were down due to the weather but although it was a bit on the cold side with the odd bit of light rain ( not worth putting a broly up for) there was at most only 120 cars to see and not many stalls to go round and on top of that the P. A system had packed in so no commentary of cars going around the arena.

*Wayne Day*

*Email: westyorkshire@stag.org.uk*



*15 Stags at Harwood House*

Going back to the shows one of our much-anticipated shows at Thorton le Dale which was while we were still on our trip was a washout due to the amount of rain that weekend Our next big event held every year is organised by our hosts of the clubhouse we use The De-Lacey Car Club and there 7 dales run which this year

## NORTH YORKSHIRE

*Andy Maughan*

*Mobile: 07762 543920*

*Email: asmaughan@ntlworld.com*

## LINCOLNSHIRE / HUMBERSIDE

**New Co-ordinator required**

**Please contact the Regional Co-ordinator**

*Graham Falshaw*

*meredies@talktalk.net*

# OUT & ABOUT

N O R T H      W E S T

Regional Co-ordinator:

Jeff Booth [jeff.booth1@btinternet.com](mailto:jeff.booth1@btinternet.com)

Tel: 077 1000 1893

## MANCHESTER / NORTH CHESHIRE

**A**nother month has flown by and we had plenty to keep us busy in May. Our two runs out, the MG Owners Club Candles Run into Wales and the Weaver Wander through Cheshire & Derbyshire were much enjoyed and we even managed good weather and picnics for both.

On the flip side, for the static shows at Capesthorpe Hall and Gawsorth Hall we experienced mixed weather and neither was particularly well attended by our club and others. At Capesthorpe it was good to see Howard Warburton out for the first time in quite a while, although he has now put his Stag up for sale as he doesn't have time to put it to good use. I have his contact details if anyone is interested. It was also nice to meet new member David Bradbury for the first time. He is still getting use to ownership but I am sure he will enjoy using his car over the summer.

Those of us who joined South Cheshire's visit to Tatton Park Classic & Performance show on 1st & 2nd June fared slightly better and the public visitor numbers seemed very good. Once again there were a few gaps on the club stand for various reasons, but pleasing to see that Mark had driven over in Alan P's Stag. Alan arrived later in the day with family members and put his "buggy" to good use while having a look around the show.

We had a change of venue for our regular June meeting

on the 9th and although not a big turnout, we had a productive and social couple of hours, with a few actions for me to finalise details on upcoming events. Sadly I have had confirmation that we do not have a club space at Lymm Historic Day, due to confusion over my request, but a few members have got private entries for this. Hopefully better plans will be made for next year.

An updated list of forthcoming events is listed below and we remain hopeful of some warm sunshine to go with them. Please contact me if you need any specific details.

Nick Rowland

### DIARY DATES

#### July

- ✔ Sunday 14th SOC National Day, Brands Hatch
- ✔ Sunday 14th Caerwys Show
- ✔ Sunday 21st Chatsworth House Classic car show

#### August

- ✔ Sat/Sun 3/4th Hebden Bridge Vintage Weekend
- ✔ Sunday 11th Meeting to be confirmed
- ✔ Sat/Sun 17/18th Tatton Park Classic & Retro show
- ✔ Sun/Mon 25/26th Capesthorpe Hall show
- ✔ Sun/Mon 25/26th Prestatyn Classic weekend

#### September

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



## October

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

## MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

**Nick Rowland**

Tel: 01606 624054 [manchester@stag.org.uk](mailto:manchester@stag.org.uk)

## NORTH LANCASHIRE



Hi All

Had our June N&N last night 17 people attending including Phil, a new member who signed up online while at the meeting, a big welcome Phil who is also an MG enthusiast. Hope to see you in either your Stag or MG on some of our events, Phil is in the process of fitting an overdrive to his BW65 automatic Stag, I will keep you informed of progress.

Because of the bad weather forecast for Sunday the 16th and lack of time on my behalf we have moved our John Whittaker Run to Sunday the 18th August. 2 formats were discussed start at 11:00 do half a run have a meal around 13:00 then finish the run. Or start at 13:00 do half a run have a coffee break then finish the run with a meal around 18:00. We will decide at our next get together in July. Just as a reminder our July meeting is always cancelled in favour of a get together for an evening meal on the same day that our meeting should take place, it is a choice of a small run of about 1 hour to finish at our meal venue or just go straight to the meal venue, I guess

the weather will decide for most people, however by the time you read this if you have not told me you want to go it may be too late to attend as the numbers will have been booked.

Since last months write-up the steam show at Chipping that we were too late with our bookings to attend has passed and from reports the weather had been unkind, cars had to be towed off the site also, due to waterlogged conditions the organizers of the steam show at Heskin due to be held the following weekend had to cancel that show also. It is a shame when this happens as these large shows which are free to exhibit are not cheap to put on and someone has to bear the cost. However the show at Tatton park went ahead, we only had Ted from our area on the club stand organized by Judy from South Stafford area. He reported that there were more and better stalls than has been in the last few years and the exhibits were very good. No doubt a fuller report will be in Judy's area write-up.

6 of us attended a small steam show put on behind the Hark t Bounty pub in Slaidburn. It was the first time we had attended but what a good small show. It was 6 full size and 2 smaller steam traction engines/rollers 2 Steam waggons and 2 showman's engines, a steam organ 15 or so classic cars and about 20 tractors with bailing display and craft stalls, clog and morris dancing. A very informal show with all the village involved come and go as you please no charge but donations going to the village and school. A very enjoyable afternoon.

## DIARY DATES

### July

- ☛ Sunday 7th Leighton Hall (£8.00) For club stand we need 5 cars
- ☛ Tuesday 9th Afternoon Run and Meal instead of meeting (just the meal is an option)







✔ Sunday 21st Newby Hall

✔ Sat/Sun 27th 28th Flookburgh steam gathering

The location for our meetings at present is:- The Feilden Arms Pub, 2 Whalley Road, Mellor Brook, Lancashire BB2 7PR from the M6 leave on junction 31 and take the A59 towards Clitheroe after 2Km bear left at lights past BAE Salmesbury and at the next roundabout turn right the road bears left and just around the corner is the entrance to the car park at the Feilden Arms

Our regular meetings take place on the SECOND TUESDAY of each month at 20:00 hrs. EXCEPT JULY

#### NORTH LANCASHIRE AREA WEBPAGE

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

*David Haughton*

Tel: 01772601164 [d\\_haughton@btopenworld.com](mailto:d_haughton@btopenworld.com)

## WEST LANCASHIRE

**O**n 12th May, we had six Stags parked together at Claremont Farm (see photo). Always a good low-key starter for the season, the event didn't disappoint, with pleasant dry and warmish weather to give the cars their first airing. It was nice to catch up with old friends again.

Two weeks later, there were four Stags parked together at Capesthorpe Hall on the Sunday of the Bank Holiday weekend. Weather was not so good, with a brief shower during the morning. The indifferent weather forecast obviously affected the attendance, particularly traders.

The following weekend was the spring Tatton Park show. Dry but not always warm for both days, although it was top-down all day both days for me! There were four area co-ordinators and one deputy on the stand over the two days. However, the S.O.C. turnout was a little

disappointing, seven on Saturday and twelve on Sunday.

My final outing was the Caerwys Agricultural Show in rural North Wales on 8th June. There was not an official S.O.C. attendance, but at least 3 of the 6 Stags on site were S.O.C. members. Shows like this are always different, with almost as many tractors on display as cars, and 3 fields full of immaculately-groomed livestock on display in three show-rings with a large selection of traders specialising in everything a rural farmer might want!

#### DIARY DATES

- ✔ Sunday 7th July Lydiate Just turn up and make a donation to the show charity on the gate.
- ✔ Sunday 14th July Caerwys. Contact me for a pass if you haven't already booked, I might have a pass left.
- ✔ Sunday 21st July Capesthorpe Hall. Classic Shows, book your own pass via the Classic Shows website. Let me know if you are going and we will try to park together.
- ✔ Sunday 11th August Claremont Farm. Let me know if you want to go and I will book a stand (free to enter)
- ✔ Sat/Sun 17th/18th August Tatton Park. Book via Judy Harrison
- ✔ Sun/Mon 25th/26th August Capesthorpe Hall. Book as above (Classic Shows)
- ✔ Mon 26th August Prestatyn. Free to enter, book via website.
- ✔ Sun 1st September Arley Hall. Book via Great British Motor Shows.

*Nigel Cross*

Mobile: 07766 696393 [crossnigel95@gmail.com](mailto:crossnigel95@gmail.com)

## NORTH WALES

*Peter Tolhurst*

Mobile: 07830 194747 [northwales@stag.org.uk](mailto:northwales@stag.org.uk)

# OUT & ABOUT

## SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark [wos-stagclub@hotmail.com](mailto:wos-stagclub@hotmail.com)

Mob: 07939 928839

### WEST OF SCOTLAND

**O**ur first show of the season at Bridge of Allan was a great success, despite it taking nearly an hour to get into the field we all had a really good day. For some reason the access to this show is always a total nightmare, although we were only half a mile from the main gate the traffic just didn't seem to move more than one car length at a time. Some of the other classics never even made it into the field due to them overheating and breaking down at the side of the road. Thankfully all Stags made it in one piece. May is always a bit apprehensive



regarding the weather in Scotland and yellow warnings for heavy rain with thunderstorms were forecast. Thankfully it stayed dry and sunny for us the whole day with the ice-cream vans being the most popular attraction on the field.

With the first show under our belt the season is now well and truly underway, with Erroll at the beginning of June being our next venue.

All the shows are now fully booked apart from Biggar as the entry form hasn't arrived in for this show yet. If anyone still wishes to attend one of the other shows please let us know and we will put your name down on the waiting list for any cancellations.

We still have our monthly meetings at the Redhurst Hotel on the 1st Tuesday of each month, we always look forward to catching up with regular and new members so come along and join us for a natter.

Willie Clark

Mob: 07939 928839 [wos-stagclub@hotmail.com](mailto:wos-stagclub@hotmail.com)

### GRAMPIAN

**T**his month three Stags and four other members of the Grampian Triumph group spent three nights in Northumbria. We stayed in the Warkworth House Hotel. The hotel is lovely and the members of staff are all friendly and helpful. The area has plenty of attractions for visitors. We had decent weather during our visit and



The Bridge of Allan Show



*Club stand at the Thirlestane Castle show*

enjoyed driving on the country roads. Many of the locals talked to us as they admired our cars. We look forward to returning to visit the attractions that we missed.

Meetings are at the Leys Hotel, Main Road, Blackburn, AB21 0SS.

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

Website: [www.grampianstags.net](http://www.grampianstags.net)

*Alan Sharpe*

*Tel: 01467 621189 alan.sharpe@btinternet.com*

## EAST OF SCOTLAND

**T**he 49th BVAC Classic Festival of Motoring was held at Thirlestane Castle near Lauder in early June. It's a large show, and eighteen Stags were booked into the club stand on the Sunday. Ten of these were from NE England and four from the west of Scotland, and thanks as usual go to them for making the journey. The Saturday scenic run covered about 80 enjoyable miles through quiet borders roads, with a stop for lunch. The whole weekend was warm, calm and sunny, which was quite something given that the previous couple of months had been relentlessly cold, wet and windy. As ever, any requests or suggestions for a summer run out will be welcome.

Club nights continue to be held in the Hawes Inn at South Queensferry on the second Monday of the month, starting at around 8pm, at which all members are welcome. There were about 25 folk at the June meeting – mostly from the larger Triumph clubs of course, but there were 7 Stag members, which was grand.

*John Lewthwaite*

*Mobile: 07791 136599 eastscotland@stag.org.uk*



*Jonathan Hill from Hexham setting out on the Thirlestane scenic run*

## NORTHERN IRELAND

**A**t time of writing we should have at least ten Stags on our stand at Kilbroney on 15th June.

Monaghan Veteran and Vintage Club's Annual Rally at Clontibret is on Sunday 7th July. There is no requirement to pre-book for the event at Clontibret. Check our WhatsApp and emails for our travel plans for the day.

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

Suggestions for other events/outings always welcome

*Brian Linden*

*Mobile: 07979954381 bflinden@aol.com*

# OUT & ABOUT

## SOUTH CENTRAL

### COTSWOLDS

**J**ULY MEETING SATURDAY 27th  
Gather at the Cross Hands Toby Carvery, Brockworth GL3 4PH for prompt 1115 departure and a meandering drive to the New Inn, Coln St. Aldwyns, GL7 5AN, or travel direct if you wish.

April's meeting saw an early start and a swift finish due to impending overnight road closure - a convoy system was mentioned but details were scant. A pity as we had a strong attendance, but still time to chat, lament modern life and have an update on Andy's Stag restoration. Hopefully we shall in due course have some new recommendations for local professional services.

With new landlords having taken over just as we vacate for our summer variation, it will be interesting to note any changes to the Golden Heart on our return.

When I next attend Prescott I must read the programme on arrival rather than after the event as there were several cars entered in the May Open of which I had never heard, all deserving closer inspection. An interestingly named Vegantune Avante for example (Lotus Elan based), and a Teal which was described as a slightly enlarged Bugatti type 35. Various other models were made by Teal during the 1980s and 90s, all loosely based on Bugattis but with modern components.

Four Stags displayed as statics and a further four took to the hill, with Mark and Tania amongst them. First time nerves were not helped by the marshalls deciding to enforce a hitherto unmentioned 'Arms and legs covered' rule on approach to the start, but the fun was undiminished and two successful runs completed.

Feedback suggests that the subsequent Prescott Historique event would be one to consider next year. There



won't be any Stags competing but many wonderful old cars take part and are enthusiastically driven.

A modest turnout of two Cotswolds Stags, among a total of four, drew plenty of positive attention at Frampton on Severn this year. Local member Mike is keen to make more of an event of it next year and hopefully we will.

How fortunate we are to have the FBHVC to provide measured response to restrictive future legislation against our use of classic cars. This is a hidden benefit of SOC membership, and hopefully you took part in the May survey.

Interesting also to learn from Jonathan that the Norton Owners Club recently changed their magazine format from A5 to B5, and that the initial published comments are negative.....

Our first summer meeting variation with a mid-morning drive followed by lunchtime chat was very well supported and received so we will continue the format. We welcomed Rob, also Mike and Caroline, all joining us for the first time. Coincidentally both have modified Stags with Range Rover origin V8s, Mike's with a modern interior and Rob's as original.

A romp in the Cotswolds is planned for this month, please see details above.

SHELSLEY CLASSIC NOSTALGIA 21st July

Please advise Mark or I of your attendance to ensure



sufficient Stag dedicated parking, and note that era appropriate fancy dress is suggested.

#### EMAIL ADDRESSES

Whilst we enjoy our classic cars, communication within the Club does need to be by modern process. Thus the Club requires the email address of every Member, strictly for dissemination of Club business and appropriate correspondence. Happily, the majority of the Cotswolds catchment are already on record and the remainder will be contacted.

In addition, our Area information is shared by email and I will happily add your name to the Cotswolds Area list on request.

Rupert Klaiber [rupertk@hotmail.co.uk](mailto:rupertk@hotmail.co.uk)

Mark Jackson [cotswolds@stag.org.uk](mailto:cotswolds@stag.org.uk)

#### DIARY DATES

- ✔ Saturday 6th July Highnam Court Families Day
- ✔ Sunday 14th July SOC National Day, Brands Hatch
- ✔ Friday 19th July Canal visit
- ✔ Sunday 21st July Shelsley Walsh Classic
- ✔ Sunday 11th August Hook Norton Brewery classics meet and lunch
- ✔ Monday 26th August Pershore Plum Festival Classic Car Show

#### OTSWOLD AREA WEBPAGE

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

**Rupert Klaiber**

**Mobile: 07745 495264 [rupertk@hotmail.co.uk](mailto:rupertk@hotmail.co.uk)**

## THAMES VALLEY

**A** relatively quiet month since the last entry due to a lack of responses to proposed events, if you dislike suggestions please reply, we welcome any other options for the future.

A couple of meets did however occur albeit intimate events, the first was an invite to a classic meet organised by the Hants & Berks Motor Club at a garden centre located at Sherfield on Loddon on 26th May, slightly marred by the weather and only Marilyn braved the precipitation and brought out the Stag so I doff my hat to her.



The next event was on June 3rd, a weekday lunchtime meet up at The Ely pub on the A30 near Blackbushe, a dry day and attended by six Stags, really nice gathering with a spot of lunch and a good chat, my thanks to all who attended and those that acknowledged but were unable to make it, hopefully we will see you next time?

Third show was only attended by myself, this was the annual Woodley Carnival, 50 cars were on display including four other Stags from other clubs which were not marque specific.

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

#### DIARY DATES

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

**David Yapp**

**Mobile: 07970 059716 [TVstags@hotmail.com](mailto:TVstags@hotmail.com)**

## WILTSHIRE

**S**o being away in Cornwall meant that both Carol & I missed our June meeting, however Dave Nicholls led the Noggin & Natter, although numbers were down, just six members, considering the weather only two stags in the car park, one with the roof down, which led to the member having a wet seat on the way home.

The regular Classics on the Quay at Christchurch was held on Sunday 9th June, hopefully some of our Stags made it there, with luck we will have some pics for next months mag.

We would like to send our best wishes to Mary, who, as I write this, is waiting on a multiple heart bypass operations, get well soon !

I have been out and about with my Stag this last

## OXFORD

Our May meeting was back to The Chequers on Thursday 30th. We had a decent turn out with 16 in attendance. Not a great deal to report back on this month and yours truly forgot to take a group photo from the evening. So...I've included a 'taster' photo from our trip to Holland ahead of me finding the time to write the Dutch article for the magazine!



The three gents in this cracking photo are, left to right; Martin Hatton, Jimmy Brady and Richard Taylor next to their lovely Stags. Thanks to Martin for putting the trip together and to Jimmy & Richard our saviours of the 'car park exhaust incident' – more to follow in the article!!

Richard Green (Jnr) updated us on the area website for the Oxford area, which he has very kindly offered to look after. Hopefully this will soon be live and will include some brief info on our members Stags.

Jason briefly touched on the 'drive and barbie' he and his wife Catie are very kindly hosting on Sunday 21st July and which we are all very much looking forward to. Details and pics from that event will follow after.

Our next social event will be when some of us will be joining together as a Stag group at the Bloxham Rally on 29th June. I shall include some feedback and photos of this event in my next report.

### DIARY DATES

✔ Our next meeting will be on Thursday 27th June at The Chequers, Weston-on-the-Green just ahead of our Bloxham event and fingers crossed (again!) for some topless weather, which we didn't get in May, and a healthy attendance.

*Gary Witchalls*

*Tel: 01865 872443 Mobile: 07968 034191  
oxford@stag.org.uk*



month, a short notice request for my Stag for a local wedding meant a bit of washing and polishing and the attachment of white ribbons. Even though I say it myself I thought she looked sparkly (that's the car not the bride)

John Garnet decided to renew his Stag's suspension front and back, springs and Shockers, the rear's were quite straight forward, however the MacPherson struts posed more of a problem, getting the original inserts out of the suspension legs, resulted in oil every where and the thread in one of the legs being trashed, he got a bargain off eBay, replacement leg only £12. What was annoying was that the collars on the new inserts would not fit the treads on the old legs, they were both too big, so the only option was to use the old collars, John's car is now back on the road, just requiring the front wheels to be aligned, and a suspicious exhaust rattle to be sorted.

Our meeting in July is our "Pride of ownership" evening, where all Stags in the car park can be considered for various awards, from 'Best Wheels' to Best overall car of the evening, if you want to be included then bring your Stag along on Tuesday July 2nd at the Milkchurn Melksham.

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

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

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

The Wiltshire Area SOC Club night April – November is held on the First Tuesday of the month from 8pm, at The 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*

*Tel: 01367 810569 wiltshire@stag.org.uk*



## SOLENT & NEW FOREST

**M**uch to everyone's delight, our monthly run took place on time, on the right date and without drama. We met in Wickham Square on Sunday morning, and although the weather forecast was 'iffy' (technical meteorological term!), as it wasn't actually raining, tops were down! We had seven Stags, plus two dailies, one being David and Sally, whose stag had suffered heart failure while on holiday in Spain. The weather stayed dry all the way up through the Meon Valley to Alton, then on to Basingstoke, where we ended up at our destination, the Milestones Museum.

This is a 'living history' museum, built on the site of the old Thorneycroft factory. It recreates street life of the Victorian era, up to the 1930's, with many shops, workplaces and vehicles of the times, obviously including many Thorneycroft cars and lorries, and a short history of the boat building, including the Torpedo Boats built during WWII for the Royal Navy at their works in Woolston.

There was added excitement when Phil and Neill realised there was a sudden cloudburst outside, and they both rushed out to put everyone's hoods up. All were very grateful for the dry backsides on the way home!

The improving weather meant that for the first time this year, we had a line-up of nine Stags in the car park of the Empress of Blandings for our monthly meeting. Let's hope it's a sign of things to come.



### DIARY DATES

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

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

### SOLENT & NEW FOREST AREA WEBPAGE

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

*Ian Knight*

*Mob: 0790 4022781 ianknight.stag@gmail.com*

# OUT & ABOUT

## SOUTH EAST

Regional Co-ordinator:  
Steve Kiefer [skiefer@aol.com](mailto:skiefer@aol.com)  
Tel: 01689 854700

### EAST SUSSEX

It's that time of year and there's lots going on for club members! We'd also like to welcome new members, Dave and Annie, Nigel and Cathy. We hope you enjoy some of the activities that are beginning to fill up the diaries!

There was a good turn out at Eastbourne's Magnificent Motors and despite some drizzle, the sun did shine and there was plenty of time to catch up with some old friends and new. The West Sussex club were parked nearby and it was a good opportunity to meet up with them and find out what's happening with our near neighbours.

Another popular event this year was Bank holiday weekend on the Isle of Wight, organised by the Triumph Sport Six local club. Some of our members have been several times and say it's a brilliant event with participants from all over the country. This year, there were over thirty stags and most stayed at the Waverley Park Gardens holiday site with magnificent views overlooking the Solent. For those who love the trip across the water, another popular weekend is the famous Isle of Wight Classic Car Extravaganza in September. Once again, vehicles are expected from all over the UK and mainland Europe. Organisers say that they are expecting a spectacular collection of vintage, classic, custom and retro cars and other rare vehicles. Several club members are already booked to go on this event, so get in touch if you need more information.

Continuing along nautical lines, we are also looking forward to the boat trip from Loxwood, along the Wey and Arun Canal, and plans are coming together for the eagerly anticipated Gosport sailing club excursion organised by Derek Budden in July. More information and reports on both these events to follow.

Meanwhile, many members are planning to make a weekend of it, around the National day in July. Hotels have been booked and meeting points discussed so it looks as though a bumper time will be held by all!

For further information about any of the above please contact club representatives for more details!

#### DIARY DATES

- ✔ Breakfast meeting: Green Man, Ringmer 9:30am, 20th July
- ✔ Breakfast meeting: Green Man, Ringmer 9:30am, 17th August
- ✔ Broyle Country Show 30th June
- ✔ SOC National Day 14th July
- ✔ Gosport Sailing Club 27th July
- ✔ Festival of Transport 24-26th August

Sandy Gent on behalf of Bryan Gregory  
Tel: 01424 430050 [bryangreg@talktalk.net](mailto:bryangreg@talktalk.net)

#### EAST SUSSEX AREA WEBPAGE

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

Bryan Gregory  
Tel: 01424 430050 [bryangreg@talktalk.net](mailto:bryangreg@talktalk.net)



Magnificent Motors car show 5th May - Eastbourne



**O**n Monday, 10 June we met at the Dog & Bear Hotel in Lenham with a big turn out and lots of interest in our newest member, Charlie Brightling's lovely white Stag which he recently acquired



Matters discussed included

Insurance and Howard read out Phil Sivyer's letter from Adrian Flux who have stated they will cover the Isle of Man Tour as part of his normal business and Social Cover with no raised premium!!

**Afternote: RH are also now providing cover for the Brands Hatch Parade lap at no extra cost but owners must call them to notify the Insurer of their participation. This is a significant change and many thanks to Paul O'Leary and Andrew Smith National Committee Member.**

On the subject of volunteers, Howard also ran through the volunteering opportunities for National Day (Weekend) and the tasks requiring assistance.

A further email about helping at the National Weekend was also sent out to all Kent members so that everyone has the opportunity to volunteer. We no longer need to collect a van and kit from Warwickshire which saves us two long return trips. This is due to us being given our own gazebo.

Also we are hoping for a huge turnout from Kent so please get booked in to Brands Hatch on Sunday 14 July

Please make every effort to attend our next meeting on Monday 8 July 2023 so we can finalise our planning for the National Weekend 12-14 July. There are still some vacancies for volunteers but nothing will be too onerous and most involve hosting fellow Stag members from other areas by chatting with them as well as talking to members of the public about our Stags.

Thursday 25 July SOC Dinner at the Wagon & Horses Charing, Contact Michael Allen if you have not previously attended, otherwise he will email you. ([michael.allen@stag.org.uk](mailto:michael.allen@stag.org.uk))

## SOUTH EAST LONDON

**S**omeone has just posted on our WhatsApp group that it is 54 years ago today that the Stag was launched (9th June). It seems an apt day to be getting out and about in our stags, but I've got this article to write \_ was out to a breakfast meet yesterday though!).

I've mentioned breakfast meets quite a bit since I've started writing the area articles for the magazine. I thought this month, I'd try and collate the events people attended, whether as part of the club or not.

Since the last editorial deadline: <Deep Breath> 11th May Moat Breakfast Meet, 12th Chislehurst show & Forest Row Italian Car meet, 16th SE London's area meal, 18th Bletchingley Arms Breakfast meet, 19th Wheatsheaf breakfast meet, Bredgar Classic car meet & a classic car show at Clacton. ..<Pause for breath>...26th May The Bull breakfast meet & a show at the Kenward Trust Maidstone, 27th Cuckoo Fayre – Laughton, 1st June Breakfast meet – Fourways Engineering, Bletchingley Arms breakfast meet, 2nd June, Woolpack Inn breakfast meet, 4th June TSSC meet at the Greyhound Keston, 6th June our N&N & The Crockenhill D Day 80 remembrance, 8th June Breakfast meet at the Moat, 9th June Orpington Motor Show & the Forest row Riverview meet. Phew!

I went to the meet at the Moat on the 8th with a friend of mine and we had an interesting chat over breakfast with a technician/DJ who works for Radio Caroline which is celebrating its 60th anniversary this year. He had some interesting tales to tell. Most of its notoriety was before I was born though and not being an audiophile, I am still aware of it. It does apparently still own a boat which it transmits from occasionally, but it is in dire need of restoration, much like my Stag, but the scale of investment is of a slightly different magnitude! While at the Moat I also bumped into Wes who is well known to our group as a very safe pair of hands for Stag repairs. I had a chat with him about an issue I have with my Stag which I had resigned myself as a heads-off job, which he thinks might be solved by swapping out the cooling system pressure cap. A new cap has been ordered and time will tell if this proves to be the necessary fix – I do hope so!

One thing I will say is that with all these small meets, there seems to be less occasions this year when there is a big group of us out together, the last time we were all out during the day en-masse was drive it day. Mike H, Paul and I went down to the Cuckoo Spring Fair at Laughton on the 27th May. I didn't know how many were due to come along beforehand, but I was surprised how few were there! This was a multi-day event over the bank holiday and The East

Sussex area were in attendance on the 26th. In hindsight we should have arranged to go on the same day! Our biggest show of the year was always the Bromley Pageant in mid-June, but sadly the despised ULEZ extension has put paid to that one. On the flipside, our monthly meets and our meals are always very well attended, we had 10 stags and Mike's TR7 V8 at last week's club meet. There were also a few people without their Stags in attendance as well.



As ever, the WhatsApp chat is very active, including a couple of days ago a long discussion about lawn stripes of all things! We did have some Stag chat though and Andy has been posting while working through the repair to his saggy rear end! Work on that is progressing and I'm sure he will be back on the road before you read this.

Best Wishes Dave H.

#### DIARY DATES

- ✔ July 14th: Club National
- ✔ July 18th: Meal – McDermots Fish & Chips
- ✔ August 1st: Monthly Meet at the Bo-Peep (Hewitts Road Orpington. BR6 7QL)
- ✔ August 4th : Patina Show - Lullingstone Castle.
- ✔ August 18th: Classics at Penshurst

*Chris Skinner*

Tel: 0796 1058188 [chris1976stag@gmail.com](mailto:chris1976stag@gmail.com)



looking forward to next year.

The following Sunday I had asked the members if they would join me at the care home that both my father and father in-law are residents, we had done a show for the residents last October but it was very cold and wet so only a couple of them braved the elements, this time it was a beautiful day so we had 12 Stags 1 MG Midget and a Jaguar out the front the residents had a great time sitting in the cars and talking to the owners. the free tea coffee and pastries always help. I have been asked to pass on the thanks from the care home and from myself and Christine for such a lovely day, I'm sure we will be asked again so hopefully you can join us next time.



The next day on the Monday we had our monthly meeting at the Fairmile in Cobham again it was a gorgeous evening so it bought members and their Stags out and some which we hadn't seen for a while, there were also a couple of hopefully new members. Again the field was looking great with a variety of 20 different coloured Stags

## SURREY

**W**e seem to have been blessed with the weather the last few weeks firstly we joined the Straight Six Club which were having a show at the Leatherhead Leisure Centre, the cars on show are all Triumphs everything from Heralds to Triumph 2.5PI. The stag display was very impressive, at one point we had 25 Stags lined up from one side of the field to the other, they were not all SOC members but most were. A couple of our members had their cars valued at the show they all came back with smiles on their faces. The day was a great success with lots of sunburn and happy people will be

in two rows on the field, lots of members of the public asking questions which we are more than happy to answer.

#### DIARY DATES

- ✔ 14th July Brands Hatch National Day
- ✔ 22nd July Meeting at the Fairmile Cobham from 7pm
- ✔ 11th August Cranleigh Show
- ✔ 17th August Capel Show
- ✔ 19th August Meeting at the Fairmile Cobham from 7pm
- ✔ 6th-9th September Warners in Warwickshire
- ✔ 23rd September Meeting at the Fairmile Cobham from 7pm

#### SURREY AREA WEBPAGE

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

*Gary Sorfleet & Matt Gravett*

*Mobile: 07768 454579    [surrey@stag.org.uk](mailto:surrey@stag.org.uk)*

## WEST SUSSEX

**H**ere we are, halfway through the year and things seem to be moving at a slower rate than usual. Probably due to the unsettled weather as we have had to cancel a couple of events. The latest one is that we have had to postpone our picnic/BBQ on the beach, purely due to the weather being so unpredictable and there is a car park fee of £15 per car.

We went to Pilgrim Motors breakfast and open day where we saw some high class Ford Mustangs being prepared for sale and some replica Cobra's being manufactured. Many of the Mustangs were also being updated to modern motoring ideas, making them more useable and driveable. There was also a restored American breakdown truck for sale at £120,000 if anybody needs



one. It was good to meet up with friends that had travelled down from Luton for the day. There were plenty of other classics lining the roads also, owned by people visiting the workshops. In all, a good day out and one we will visit again later this year, when they have what they call – the big one.



Laughton Spring Fayre was next on the list, a show that we have attended many times over the years. This year though the show was smaller than normal with less trading stalls etc. This apparently was due to the organisers putting up the pitch fees and many of the normal traders thought they would not break even due to the cost of attending. It's a pity though and hopefully things will return to it's former glory one day. We met up with other club members from Kent and E. Sussex while we were there.

Club night was a little quieter than normal with just the regular members attending.

Bob

#### DIARY DATES

- ✔ July 2 Club night at Tottington Manor, Edburton, Nr Henfield, BN5 9LJ From 8.00pm
- ✔ July 13 Parham Steam Rally
- ✔ July 14 Brands Hatch Legends and SOC National Day
- ✔ July 21 Summer Picnic, at Polesden Lacey (NT)
- ✔ August 4 Goodwood, Classic Car Breakfast meet.
- ✔ August 6 Club Night at Tottington Manor, Edburton, Henfield BN5 9LJ from 8.00pm
- ✔ August 11 Cranleigh Car Show (book on line)
- ✔ August 17 Capel Car Show
- ✔ August 24 Barns Green Classic Vehicle meet
- ✔ August 26 Brands Britannia, Brands Hatch
- ✔ September 3 Club Night at Tottington Manor Edburton, Henfield. BN5 9LJ From 8.00pm

#### WEST SUSSEX AREA WEBPAGE

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

*Bob Heritage*

*Mobile: 07802 246236    [westsussex@stag.org.uk](mailto:westsussex@stag.org.uk)*

# OUT & ABOUT

## SOUTH WEST ENGLAND AND WALES

Regional Co-ordinator:

### SOMERSET / DORSET

**W**e continued our aeronautical visit theme in May with a trip to the Fleet Air Arm at Yeovilton. Mike had served in the Fleet Air Arm (FAA) and offered to give us a firsthand account of life on the ocean wave. Mike talked about the aircraft he had been involved with, also the ships he had been on and described some scary and humorous events that had occurred. Everyone really enjoyed the visit and found Mike's life in the FAA very interesting as it was his personal experiences that brought it to life. After the tour, as it was a fine day, some of us drove to Ham Hill to take on sustenance, followed by a stroll around the hill before making our way home. Many thanks to Mike for his suggestion and leading us on a tour of the FAA.



*The new County Classics Car Museum in Taunton*



after which he sat down and chatted to us about the museum. All of the vehicles are in splendid condition and he has a Stag but it is being refurbished for display later. After our visit, some of us continued on to Hestercombe House for afternoon tea and a walk round the gardens. Thanks to Jane & Mark for their suggestion and organising the visit.

Pete went to Lulworth Castle motor show and reported back that the Fastback Stag was not there this year, but he still enjoyed the show.

A small group of Staggers met at Poole to visit The RNLI All Weather Lifeboat Centre in early June. We had visited the RNLI before but not the new build and re-fit area where new lifeboats are completely manufactured on site. We were split into two smaller groups and shown around by very knowledgeable guides. Definitely worth a



*The Fleet Air Arm Museum*

A couple of days later and we were in Taunton, visiting the County Classics Car Museum which is a new museum situated in a department store that closed a couple of years ago in the centre of town. You may have seen the news of Richard Hammond opening the museum in November 2023. Jane & Mark had suggested organising a visit and a group of about 20 managed to park in town and meet at the museum. The museum concentrates on cars (approx 100) and motorcycles (approx 80) from the 1950s to 1990s and is spread over three floors, yes three floors, there is now a lift to help get the vehicles upstairs. Jane had also arranged for an area to be set aside for us for lunch where the owner was helping clear the tables



The RNLi All Weather Lifeboat Centre in Poole



visit if you are looking for somewhere interesting to go.

Pete reported he had been on the The Hardy Run on Sunday June 2nd which was again very good. About 90 cars there from a 1933 London Taxi to a more modern Aston via a lovely Austin Atlantic and Lancia Beta. He did over 100 miles in total, but the run itself was about 60 with a stop at Melbury House and finishing on Weymouth Esplanade. There was another Stag there and Pete managed to chat to the owner who has had the car for some time but just got it back on the road and was ironing out a few teething issues. This always sounds like a good run so must remember to add it to next year's list.

#### DIARY DATES

Monthly evening N&Ns are usually on the second Wednesday of the month from approx 8:00pm at The Lime Kiln Inn, Long Sutton, on the A372. However, please check with Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.

- ✔ Wed July 10th- N&N at the Lime Kiln Inn.
- ✔ Sat/Sun July 13/14th- SOC National Day at Brands Hatch.
- ✔ Sun July 21st- Classics at the Castle, Sherborne.
- ✔ Sat/Sun Aug 4th- West Somerset Railway Rally, Norton Fitzwarren.

**Garry Martin**

Tel: 01935 427625 [jangarmartin@tiscali.co.uk](mailto:jangarmartin@tiscali.co.uk)

It was great to see Chris again, who took the trouble to come to Cotehele and meet us for a coffee and a catch up. It was also good to meet another two Stag owners during the course of the day, Malcolm and Richard, and we hope to see them again in the future.

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

The plan is to meet at Trelissick in the lower carpark for 9.30, leaving at 9.45 for the King Harry Ferry crossing at 10am- then we will drive up to Tregairewoon Kitchen for a leisurely breakfast and hopefully it will be dry and bright so we can sit outside. Should it be raining there is undercover seating.

After breakfast a short drive up to St Anthony's Head for a wander (Laura has boules) and a light snack. There is no cafe at St Anthony's Head so please bring your own snack food and drink.

Mike and Sue, who have done the organising of this outing, are hoping to have parking permission for us afterwards to drive to their caravan on the Roseland for afternoon tea.

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

OK OK I know it's only the beginning of June!!

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

I require a deposit of £10.00 per person to confirm your booking please, ideally sooner rather than later then I can confirm outline numbers. Please transfer to the same bank account as usual marking it as Xmas.

Wadebridge Wheels - 21st July

Exhibitor registration is online, free and simple - be sure to put you Stag down in the new Stag section.

Boconnoc Steam Fair - 26th, 27th and 28th July

A very good rally that attracts steam traction engines as well as cars, bikes and military. To register to display your Stag (and avoid the entry cost) go online at <https://boconnocsteamfair.co.uk/exhibitors-corner/> To download a

## CORNWALL

**C**otehele National Trust Tudor House PL12 6TA - Sunday June 2nd.

The weather gods were on our side which gave the four Stags a wonderful top off drive to Cotehele. In total ten of us made it there and were escorted around by Mike and Sue. I think we were all surprised just how much Cotehele has to offer and an excellent day out.

Mike brought his very recently rebuilt and re painted Stag for it's first airing. All his own work and very impressive as you can see from the photo above.

registration form.,. Note registration closes on the 16th June and relies on good old fashioned paper entry forms posted in - so allow time for the mail. Tick all three days and go on all, or the one of your choice.

Trewithen Country and Classics Marie Curie - Probus - 28th July

Cost to display your Stag is £10.00, all occupants go in free. It's paper and post entry by 30th June.

Carnhell Green Charity Vintage Rally Saturday, 10th August, 2024

This is our August meeting. I haven't been myself, but I'm told it is really worth going too.

Please email me if you would like an entry form – Last entries 13th July. There is not an entry charge for displaying vehicles.

And finally...

### DIARY DATES

- ✔ 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 - Hawkin's vintage motorcycle museum. St Stephen. PL26 7LB
- ✔ December 14th - Christmas dinner. Penmorvah Manor Hotel TR11 5ED.
- ✔ January 5th 2025 - AGM Carleen Village Hall TR13 9QP
- ✔ February 2nd 2025 - Country Skittles, Townshend. TR27 6ER

Best regards  
Mark

*Mark Colton-Taylor*  
07900 982762 [cornwall@stag.org.uk](mailto:cornwall@stag.org.uk)



*Noggin and Natter at Dartbridge Inn*

that are taking place around the county - I hope to see you there and also at the Noggin and Natters. I still haven't had a volunteer to organise the August one on Wednesday 14th at 7pm. Perhaps you have a local with a good car park that may like to host us? Please let me know asap if you have and can book it. Thank you.

See you soon.  
Claire

### DIARY DATES

- ✔ Thursday 4th July joint Noggin and Natter with TSSC at the Crealock Arms, Littleham EX39 5HN. 7pm. Please let me know if you are eating.
- ✔ Wednesday 10th July Noggin and Natter at The Hunting Lodge, Ivybridge PL21 9JN. 7pm. Please let me or Andy Moss know if you are eating there. Thanks to Andy for organising.
- ✔ Sat/Sun 13/14th July Crash Box Club Historic Vehicle Gathering at Powderham Castle. We have 10 Stags entered. 9 on Saturday and 5 on Sunday.
- ✔ Saturday 26th July. Mid Devon Show
- ✔ Saturday 27th July RHS Rosemoor Classic Car Show with free entry to the gardens (thanks to Paul Homewood for organising this).
- ✔ Sunday 28th July Paignton Green Torbay Old Wheels Classic Car Show CANCELLED.
- ✔ Sunday 28th July SW Classic Car Club meet at Trago Mills 9-1. £2 entry to charity. Come and go as you wish.
- ✔ Sunday 4th August. Trip to Paignton Zoo. Everyone welcome - bring your families. Booking essential. This is being kindly organised by Sue Franklin and is a joint SOC/TSSC trip (the more people the better the discount on entry).

### DEVON AREA WEBPAGE

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

*Claire Purser*  
Mobile: 07768 848676 [devon@stag.org.uk](mailto:devon@stag.org.uk)

## DEVON

**V**ernon and Jacqui have written this report. Thank you both for organising.

There was an excellent attendance at our May N & N at the Dartbridge Inn Buckfastleigh.

A lovely spring evening brought out 6 Stags & my recent addition to my classic fleet of a Dolomite Sprint.

25 members & partners were there & 15 of us had meals, which were served promptly tasted very nice & were reasonably priced.

The main talking point was of the coming French tour some of us are partaking in & the usual Stag talk regarding the cars & general socialising.

All in all the very happy evening seemed to be enjoyed by everybody.

Regards, Vernon and Jacqui.

I do hope you have entered some of the many shows



*At Wiseman's Bridge*

## WEST WALES

**W**e were very fortunate to have good weather on Tuesday 14th May for our first evening drive of the summer season, and we even managed to have the hoods down for most of the drive, until we arrived at our venue for the evening meal. We started the drive at Penblewin car park and drove south to the coast near Tenby, then along the coast road through Saundersfoot, Wiseman's Bridge, Amroth, Pendine and Laugharne, before turning back inland to our destination at Picton House, Llanddowror, where we had an excellent meal and very enjoyable company. There were 10 of us in total in 6 Stags, which made for a good photo opportunity on the sea front at Wiseman's Bridge.

More recently, we attended the Pembrokeshire Classic Car Club annual show at Carew Airfield, on Saturday 1st June, where we joined forces with the SWW area to form our SOC club stand. We had 5 Stags on our club stand, with a further 3 club cars displayed independently elsewhere on the show field. It was by far the best representation of any one marque at the show. Again the weather was excellent, and drew a lot of interest from the many people attending. Unfortunately, Clive Perman, area coordinator for the SWW area, was unwell on the day and unable to attend, so we missed his company, and that of his Stag, on our stand, but hope that he will soon be able to join us at forthcoming events.

As I write this, we are looking forward to our next evening drive and meal on Tuesday 11th June. We will be taking a slightly longer drive, starting a little further west at Haverfordwest, and travelling north over the Preseli hills to our destination at the Flat Rock Bistro in Gwbert, near Cardigan. More about this in the next magazine, after the event.

Details of our July meeting and drive are yet to be arranged. If any member would like to suggest a route and/or destination for a meal, or even better, if you would



*Maurice and George are exchanging mechanical expertise at the PCCC show at Carew Airfield*

like to arrange a drive, then please do let me know.

The West Wales Area usually meets for our N&N on the second Tuesday of the month, at various venues, and in the summer months we plan an evening drive, ending at a suitable venue for food and socialising. Please get in touch with me for details of when and where we are meeting, or the venue for our N&N.

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

## DIARY DATES

- ✔ Tues. 9 July Evening Drive and N&N destination tba
- ✔ Sunday 14 July Llandeilo Classic Car Show Llandeilo
- ✔ Sat. 10 Aug Aberaeron Vintage Show Llanechaeron
- ✔ Sun. 11th Aug. Classic Car Display Folly Farm, Begelly
- ✔ Tues. 13 Aug Evening Drive and N&N destination tba
- ✔ Sun. 1st Sept. Paul Sartori Classic Car Run Pembroke-shire
- ✔ Tues. 10 Sept. Evening Drive and N&N destination tba
- ✔ Sat/Sun 28/29 Sept Pontarddulais Vintage Show Pembrey
- ✔ Tues. 8 Oct. Evening Drive and N&N destination tba
- ✔ Tues. 12 Nov. Natter & Noggin venue tba
- ✔ Tues. 10. Dec. Natter & Noggin venue tba

Nick Cale

Mobile: 07922 128717

Email: [nicholas.cale@icloud.com](mailto:nicholas.cale@icloud.com)

## SOUTH WALES

**A**n excellent turnout for the Panteg House Car Show which was held in support of the Noah's Ark children's hospital. We had six Stags, a Sebring, Honda Civic and a very nice Bristol there. We met at the Crows Nest, our monthly meeting venue, for a very reasonably priced breakfast then moved on to the show. There were plenty of very nice cars and motorbikes on show with loads of small stalls and most importantly the pizza van. The weather held out for us and we all had a very enjoyable day, with many of us instructed to take home pizza for our stay at home wives. Many thanks to all who supported it and if you missed out make sure you join us next year. (The above report was written by Terry. You followed my style of writing Terry with an important emphasis on cars and food!)



South Wales Stags at the Panteg House Car Show. Picture by Terry Dunn

Sunday 26th May saw five Stags heading toward Abergavenny to attend the Steam Rally. Once there we were joined by Bob and Wendy Towill in their white Stag. The weather was kind to us with only one brief shower. The show had plenty of very nice cars, and side shows to entertain us throughout the day. Everyone enjoyed the day and a good time was had by all. Once again thanks to Terry for organising our entries, providing photographs and writing this part of the report.

Bank Holiday Monday saw us meet up at Cardiff West Services for our Visit to the Vale of Glamorgan Show at Sully. We had 7 Stags, 1 Sebring and a very early Honda Civic. There were over 400 cars at the show, so plenty to see. There were trade stands and autojumble specialists. Sully is a very exposed site and although the weather was fine it was a bit blustery with the wind coming off the sea. It was great fun putting up the gazebo and we were very grateful to, I think, Andrew who came up with the idea to tie one side of the gazebo to the fence as we were one part of the gazebo missing due to packing the poles into our other gazebo last time we used the two together.

There was a lot of interest in our cars and admiring glances, although none of us won the best in show, which was a highly modified Jaguar Mk2.

The 1st June saw us head off to Mid Wales for an overnight stay and a guided tour around the Area. Gary Jones, our member based in Builth Wells, had prepared



At the Elan Valley

a fantastic route through the countryside. We stopped at Machynlleth for lunch and then on to the Mawddach Estuary overlooking Barmouth, and the Cregennen Lakes with Cadair Idris. We had good weather for the trip. In the evening we were joined by Gary and Helen and his friend and passenger Gareth with partner for a meal at the fabulous Elan Valley Hotel near Rhayader. On this trip we had a total of 7 Stags, Aston Martin DB7 (for sale) a Bristol and a Seat Ibiza. All cars behaved that day.

On the Sunday 2nd June Gary, our route leader, was ill and Gareth (his passenger) took over the reins in his red E type Jag. We set off early from the Hotel and headed on the mountain road through the Elan Valley to Tregaron, We travelled through the Cardiganshire countryside past Strata Florida, (a ruined 12th century Cistercian Monastery)



Our Evening Run



but unfortunately there was no time to stop. In the end we stopped at Lampeter where we eventually found a cafe. The weather was very hot. The scenery was stunning although Jill and I did not make it to the end at the Penycae Inn near Abercraf for lunch as we took a wrong turn when we were at the end of the convoy. Many thanks to Gary J. and Gareth. We hope you are better Gary.

The 4th June was our regular Noggin & Natter meeting which was an Evening Run organised by Kelvin this month. He took us on a very enjoyable route through the Welsh Valleys, along several mountain roads ending up at the Railway Pub in Nelson. We had 4 Stags and a modern Mercedes. When we started from the Boating Lake in Cwmbrian we were joined by Terry. He had "the Stag he named "Prince Harry" as it was his "Spare Car" (that's Terry's humour)

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

### DIARY DATES

- ☛ Sun 9th June Highnam Court Show, Pied Piper Event Terry D
- ☛ Tues 2nd July Evening Drive Debbie & Gary
- ☛ Sat 6th July Hogs Head Car Show Terry & Chris
- ☛ Sun 14th July BBQ/ Hog Roast at the Orchards Bob, Cherry & outside caterers
- ☛ Sat 20th July Sherborne Castle Classic Car Show Kelvin
- ☛ Sun 21st July Sherborne Castle Classic Car Show Kelvin
- ☛ Sun 28th July Brynmawr Street Car Show Terry D
- ☛ Tues 6th Aug 5th Evening Drive Julian H
- ☛ Sun 18th Aug Sunday Lunch Run Ian & Linda R
- ☛ Sun 25th Aug Gloucester Goes Retro Individual entry

### SOUTH WALES AREA WEBPAGE

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

*Colin Evans*

**Mobile: 07870 654205 colincarnut@gmail.com**



On Monday 6th May was the Singleton Park Classic Car Show and we got together with members from West Wales. The weather forecast was not good and this had an impact on the number of cars, stands and visitors to the show. The planned number of cars was over 350 but at a guess there was only about 100 ish and the stands were down as well. We did have 4 Stags on our stand which wasn't bad. While the numbers at the show was disappointing it was understandable fortunately for us the forecasted rain did not materialise and we were lucky to have a dry and sunny day although a little windy. With the reduced numbers the show wasn't as bad as it could have been and for those who attended all enjoyed the day.

Our N&N for May was on Wednesday 15th and we had a very good turn out with 8 Stags and one interloper a BMW Z4. We will forgive Goerge this time as BMW do own the Triumph name. A short run was organised and the restaurant we were going to was The Kingsbridge Inn Gorseinon. Meeting at junction 47 M4. The weather was dry and sunny and warm enough to have the roof down for the evening run. When we left we headed towards Penllergaer and then to Pontlliw and onto Pontarddulais. Through Pontarddulais out to Hendy and then Llangennech from here it was Llanelli and passed the Pemberton Beefeater. From here we went to Loughor and the idea was for a photograph overlooking Loughor estuary but some where along the way we got split up and only 4 Stags made it to the estuary the rest went straight to the Kingsbridge Inn. The venue was welcoming and food was very good. The next event will be the Pembrokeshire Classic Car Show which is being held at Carew Airfield. We are joining forces with West Wales here and hope to have about 10 Stags for a club stand which will be great.

Clive Perman

### DIARY DATES

- ☛ N&N & Drive 17th July 2024

*Clive Perman*

**Mobile: 07702 323491 clive.perman@ntlworld.com**

## SOUTH WEST WALES

**T**he 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.

## BRISTOL

**New Co-ordinator required**

# James Paddock Limited

6 Chantry Court, Sovereign Way, Chester, CH1 4QN

Tel: 01244 399899 email: parts@jamespaddock.co.uk www.jamespaddock.co.uk

STAG – SPITFIRE – GT6 – HERALD – VITESSE – TR6



VISIT OUR WEBSITE FOR FULL RANGE OF PRODUCTS  
[WWW.JAMESPADDOCK.CO.UK](http://WWW.JAMESPADDOCK.CO.UK)  
 NEXT DAY DELIVERY AVAILABLE



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

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

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

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

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

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



## WANTED TRIUMPH STAGS

All conditions from barn finds to concours. Complete collections purchased.

If you are selling your Stag please call us for a no-obligation, friendly chat.

No uncertain brokerage sale.  
 Prompt. Hassle-Free. Cash Buyers.

**07787 528131**  
 SCAN QR FOR FULL CONTACT DETAILS



U.K. Based

## THE VEHICLE RESTORATION Co.

Triumph Stag & Triumph Stag hardtop specialist • Est. 1986



### Tim Collins

Based in Sussex, PO19 7HS  
 Colour matched to your car.  
 We can usually supply a suitable donor hardtop for rebuild.

Please contact for details.  
 Email: [vrc1986@outlook.com](mailto:vrc1986@outlook.com)  
 Tel: 07834 086565.



Visit our website [www.vrc1986.co.uk](http://www.vrc1986.co.uk)

# SOC ACCESSORIES & REGALIA



## NEW SOC POLO SHIRT

Our newest polo features contrast 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.

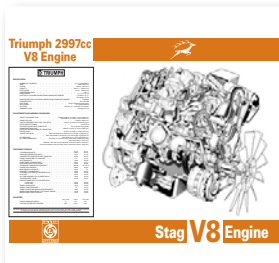
£45.00



## 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

Tel: 01926 614606 or email: [info@clubaccessories.co.uk](mailto:info@clubaccessories.co.uk)

[www.clubaccessories.co.uk](http://www.clubaccessories.co.uk)



*Martin, Jimmy & Richard from the Oxford area on their trip to the Dutch Tulip fields*