



STAG

OWNERS CLUB

ISSUE 491 MARCH 2024



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NATIONAL DAY 2024 / HARDTOP CONVERSION
THE GRIT IS BACK / STAG ARCHIVE
KNOW YOUR STAG / SOCTFL AT STONELEIGH

STAG OWNERS CLUB

HONORARY POSITIONS

President:

Past President: Ken Hudson

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

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

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SITUATION VACANT

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SITUATION VACANT

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Modified Stag Co-ordinator

Andy Phillips

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GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

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

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

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

Back Issues

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

Technical Queries

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

Area Co-ordinators

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

Shows Equipment

Rod Scholey organises storage and collection of show equipment.

FORUM

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

INSURANCE Valuation Service

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

Insurance Scheme

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

Data Protection Act

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

WEBSITE

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



EDITORIAL

The Stoneleigh show went extremely well with a good attendance, and a good showing by our club and the SOCTFL stand. The full report will be forthcoming in the April magazine.

Most of you in the club will be well acquainted with Lesley and Roger Phillips. They are stepping down from their duties in the club and hopefully will be enjoying time just being members.

Here is a message from Lesley

"Those of you attending the November meeting and the AGM on the next day will know that I planned to move away from my current roles in the Club during the course of the year, but Roger and I have decided that sooner is better than later and we have both given immediate notice to the National Committee.

We have enjoyed our roles and particularly meeting the members, we have made so many friends in the UK and abroad, but now after thirty years we think its time for someone else to become involved and for us to enjoy our Stag and attend events without responsibility.

Lesley and Roger"

As you can see they have been deeply involved in the club for many years, and thanks from everyone does not even come close to expressing the gratitude and appreciation due to them from all our members. It's because of them that many of us initially joined the club and became more actively involved, myself included.

Carl Fuss

ISSUE 491 MARCH 2024

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Pic by Roger Kennedy

Back Cover:
Pic by Nigel Tooley



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

General enquiries: Tel. 01379 677735

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WELCOME

NEW MEMBERS

Mr. C.Bishop	Wiltshire	Mr. S.Denyer	Hampshire	Mr. M.Hayes	Anglesey
Mr. D.Webster	Vale Of Glamorgan	Mr. R.Horton	West Yorkshire	Mr. E.Handley	East Sussex
Mr. R.Burden	Southampton	Mr. J.King	Lancashire	Mr. D.Ormerod	South Yorkshire
Mr. P.Greening	Dorset	Mr. D.O'Neill	USA	Mr. D.Richards	Avon
Mr. M.Cusick	North Yorkshire	Mr. S.Pullan	Staffordshire	Mr. A.Wallays	Belgium
Mr. T.Holdsworth	West Yorkshire	Mr. D.Haggarty	Midlothian	Mr. M.Causier	Leicestershire
Mr. K.Bacon	Suffolk	Mr. D.Lewis	West Sussex	Mr. M.Poynter	Hampshire

DIARY DATES 2024

- **Tickets are now on sale for the Club Motul Hill Climb 2024, at Shelsley Walsh Hill Climb, Saturday 25th May 2024.** Driver Tickets £129 (Breakfast Roll and Hot drink included), Spectator Tickets £20 (Breakfast Roll and Hot drink included). Purchase on the website at www.clubmotul.co.uk
- **The Lucas Classic is on Saturday 22nd June 2024 at Shelsley Walsh Hillclimb, Worcester, WR6 6RP.** Free entry for classic cars and all marques are welcome, but the organisers ask that we let them know roughly how many are coming for catering and parking. Look out for more details. More info at www.thelucasclassic.com
For those travelling to the Midlands it provides a full weekend of classic fun because the **Standard Triumph Picnic is scheduled on 23rd June near Leamington Spa, Warwickshire.** Free entry for club members.
The Chairman of the host club the Triumph Pre 1940 Club tells me he will be sending out details shortly.
- **Inter Club International 28-30 June 2024 at Three Counties Showground, Malvern, Worcestershire.** More details next year and further info at www.interclubweekend.com
- **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
 - 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 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 DAY 2024

BRANDS HATCH • SUNDAY 14 JULY 2024

WHEN AND WHERE

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

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



Admission for SOC members 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.

ACCOMMODATION

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

The Holiday Inn Maidstone/Sevenoaks is currently booked out

Friday 12/07/2024

Saturday 13/07/2024

Please note all rates are per room per night and guests have access to the Spirit Health Club and pool.
Call 01732 781582 to book directly with the hotel.

THESE ROOMS ARE NOW SOLD OUT
Contact the hotel directly, they may have some rooms available.

EVENTS AT THE HOLIDAY INN

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

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

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

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

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. Buble through picturesque villages and pass historic castles, plus there are lots of Weald locations to admire. Also, stop for a coffee or lunch in your own pace. Before returning in time to relax and get ready for Saturday's Dinner & Disco.

SOC NATIONAL DAY 2024 RALLY PLAQUE

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



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



WANTED ... WANTED

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

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

The role of the Regional Co-ordinator is to:

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

Extract of Regional Co-ordinator Conditions

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

Contact the Club Secretary secretary@stag.org.uk

NEW CO-ORDINATORS' LIAISON OFFICER REQUIRED

THE ROLE OF THE CO-ORDINATORS' LIAISON OFFICER

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

Lesley will hand the role over and introduce the new Officer at the Co-ordinators' meeting in April 2024. If you are interested or for any further information. Contact the Club Secretary secretary@stag.org.uk

A JOINT EVENT FOR CLUBS – WE ARE STRONGER TOGETHER!



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

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

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

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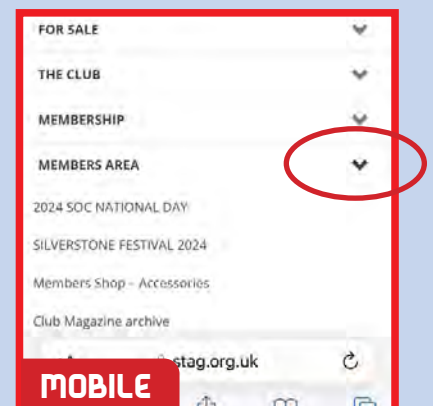
A QUICK GUIDE TO THE WEBSITE PART 2

NAVIGATING THE WEBSITE

This month I'll show the differences between finding your way around the website whether you're using a desk or laptop computer or a mobile device, The display changes according to the display size.

Larger screens will show the usual drop down menu system as shown below. Click on the section to show the options below

Smaller screens will show a different way of displaying the available options. Click on the three bars to the right of the Stag logo, this will then display the menu structure. Click on the arrow to the right of the menu heading to display the options.



IN MEMORY OF RUSS MONTLAKE-MEES

It is with great sadness that I must report the recent and very untimely death of Russ Montlake-Mees (Kryten).

In his time as a SOC member, he was Jackshaft, dispensing wisdom to members who needed help with the various ailments that befell their cars as well as serving as a moderator on the forum. Russ was also an active member of the SOC South East London area and always helped with the club stand at the Bromley Pageant which achieved best club stand one year beating some who had manufacturers sponsorship. It was mentioned at the time how friendly and welcoming we were, no doubt in no small part to Russ and his technical advice table and a Stag engine on a stand used as a prop. There are many SOC members (me included) who owe him a massive debt of gratitude (you know who you are). He would often drive to them to get problems sorted. He was/ is a member of Club Triumph as well. And if you didn't know he loved an old Honda – I guess none of us are perfect.

As anyone who knows Russ would testify, he was a car nut from a very early age, which probably accounts for his immense knowledge of all things mechanical. He may well have had 99 octane making up some of his blood, I reckon. In his work life, Russ served his apprenticeship at a local Fiat dealer & won apprentice of the year. He then did a spell as an RAC patrolman before returning to a dealer workshop at the the local Leyland dealership where he quickly became a well-respected foreman.

His technical knowledge of all things engineering related was phenomenal. A mutual friend tells of him scraping the white metal bearings on a 1939 Ariel square 4 engine (pretty rare by all accounts) - he rebuilt the engine on that without much prior knowledge. A few weeks ago he was explaining torsional vibration dampers in radial

engines to the same friend (nope, me neither). But to me, what set him apart was his generosity of spirit. He was always willing to help either in person or on the phone with amazing, no-nonsense advice and excellent banter. I certainly benefitted from his willingness to help others as I know many members here also did over the years.

Some of us will be attending his funeral by the most appropriate conveyance, I will update this post when I know the details.



Russ will be very much missed, not least by his wife Nicola and children Hannah and Cameron but also by all of us who were privileged to call him a good mate. RIP Russ.

Paul Smith



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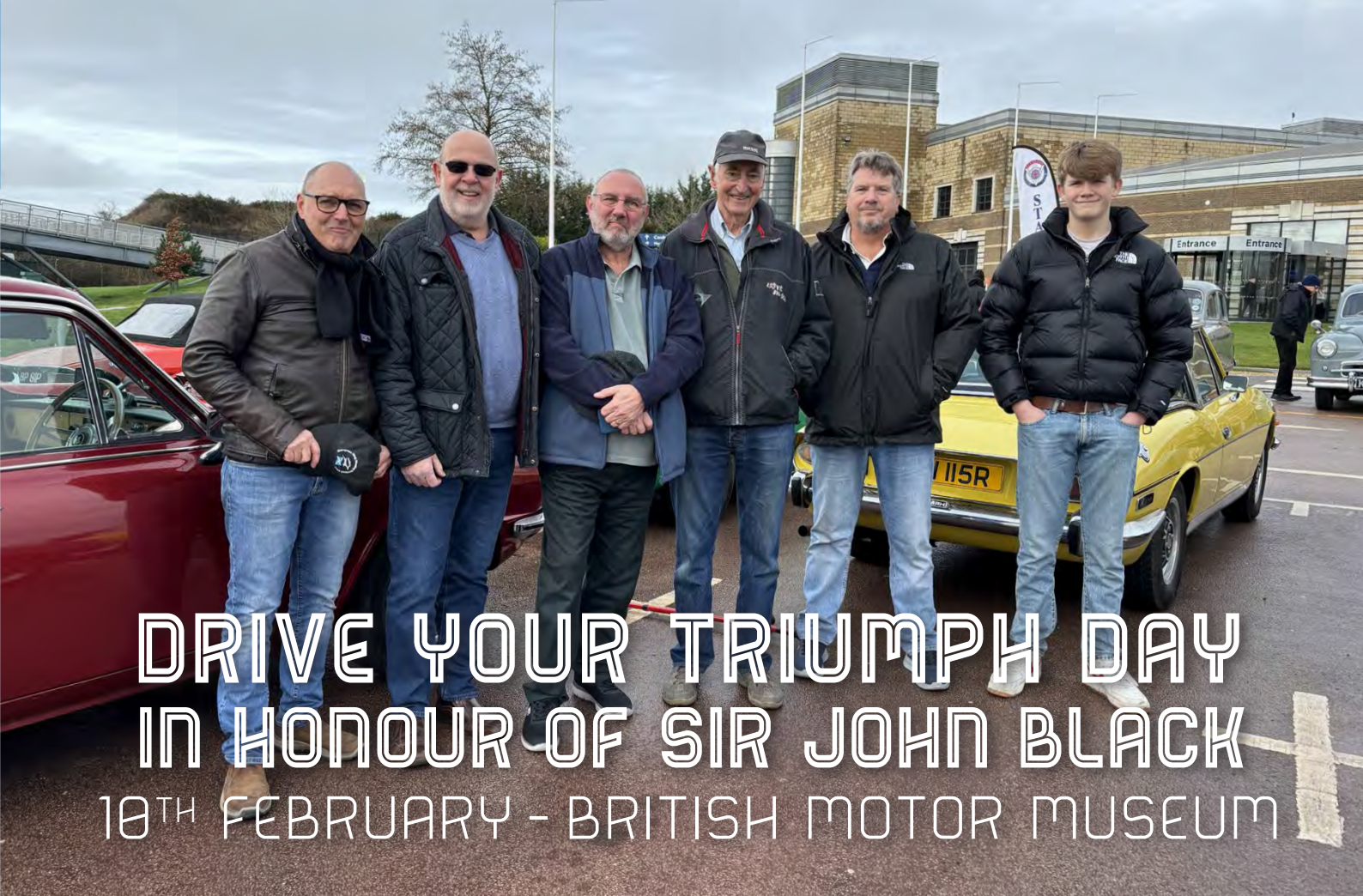
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DRIVE YOUR TRIUMPH DAY IN HONOUR OF SIR JOHN BLACK 18TH FEBRUARY - BRITISH MOTOR MUSEUM



Robin Scales' Red Stag – he organised the event.



GRIT IN THE ENGINE

PART 2: THE GRIT RETURNS

In the December 2023 issue of the SOC magazine I described the process that I went through to correct what was a stupid mistake on my part.

The euphoria that I felt when I had completed the rebuild didn't last long. After only a very few miles and fortunately just as I was leaving my workshop the oil pressure gauge dropped to 10psi and so I turned around and headed back into the Unit. Here I removed the spin on oil filter that I had previously bought from Rimmers with a conversion kit, and which was the short type as recommended by them and put a new one on and started the engine at which point the oil pressure came back. Happy Days. Or so I thought.

I decided to open up the filter carefully so as not to get metal filings in there and to assess the filter. It was clogged with very fine silt like debris and confirmed my worst fears. I had not cleaned the engine as thoroughly as I thought.

Logic told me that if the oil filter bypass spring had been activated by the low oil pressure, very little similar fine debris would have got through because the engine would not have been running long enough. Now, the new oil filter would pick up anything before it got through to the bearings. It would later transpire that this wasn't as logical as I thought.

Because the short filter is so small, I decided, even if only a temporary measure, that I would replace the spin on with the original cannister which I still had. When this was done, I changed the oil and noted that there were no noticeable fine particles of debris in the oil. Again, I thought I was lucky and that I had got away with it.

That was not to be. After all these shenanigans the engine was running sweetly but I the background was an almost imperceptible ticking coming from the right-hand bank. Very tappetty but no more than that. I recorded the sound and compared it to a recording from before any of this happened. This was definitely a new noise.

I then thought maybe Head Techniques hadn't shimmed it properly (sorry to doubt you Dave!), so I decided to

remove the camshaft and check the clearances. That is what I did. However, when I removed the cam buckets from cylinder No8, I found that these had again become scoured although nothing like as bad as previously and they were not as wobbly as were before. I now know from experience that cam buckets are actually an almost perfect fit and there should be virtually no lateral movement at all with just enough for capillary movement of oil.

I decided to remove the head. Actually I removed both heads, and took these back to Head Techniques who, to their credit, agreed with me that the buckets had re-scoured and whilst we cannot rule out the possibility that this was caused by residual abrasives in the engine, neither can we rule out the possibility that this had slipped through the net during refurbishment. Because of what happened next, I am prepared to give Head Techniques the benefit of the doubt. My maxim in life isn't that no firm should ever make mistakes, for that would be too much to expect. It is that when mistakes are found the measure of a good firm is how positively they respond to this.

I spent a career working in the building industry and I have heard every reason there is why defects are not the fault or responsibility of the builder. Not so with Head Techniques who worked with me every step of the way to a successful conclusion.

Once Head Techniques stripped the heads removing all of the valves, I returned to their workshop and inspected the cam bucket bores close up with a magnifying glass and using macro photography on my mobile phone. It was evident that there were very tiny fragments of hardened steel embedded in the aluminium. Whether this was fresh after the recent refurbishment and new as in due to residual grit in the engine or fragments remaining after the first refurbishment, I am unable to say.

Head Techniques told me that they have never been confronted by a head with these issues before and this would explain why the presence of the very tiny metal fragments were not picked up during the first attempt at



refurbishing the heads if that was the case. The tiny metal fragments could only be seen with a jeweller's magnifying glass or by exploding macro photos of the bores.

I agreed with Head Techniques that to save the head, the bores would need to be very carefully machined to accept the largest available oversized buckets. Head Techniques have a vertical boring machine and Alan, the engineer who operates this and who has many years of experience, very methodically made a tool to do the work and an aluminium base to sit the head on so that it would present itself exactly perpendicular to the boring tool.

This was not a quick fix. Alan was so methodical that he approached the work over a number of days and weeks making the tool and the base for the head. In the meantime, I bought two second hand heads on eBay ready to be machined and refurbished should this exercise fail. It didn't fail and eventually the head was finished, and I brought it back to the car. Head techniques undertook this work free of charge. I cannot praise them highly enough. I will continue to use this firm as do many of my TR and other car marque owning colleagues and I am happy to recommend them to anyone who is to have work done on a cylinder head.

For their part, this project has expanded Head Technique's experience and knowledge and they can now offer this service not anyone else as unfortunate (or stupid) as I have been to find that they have been the architect of their own problems.

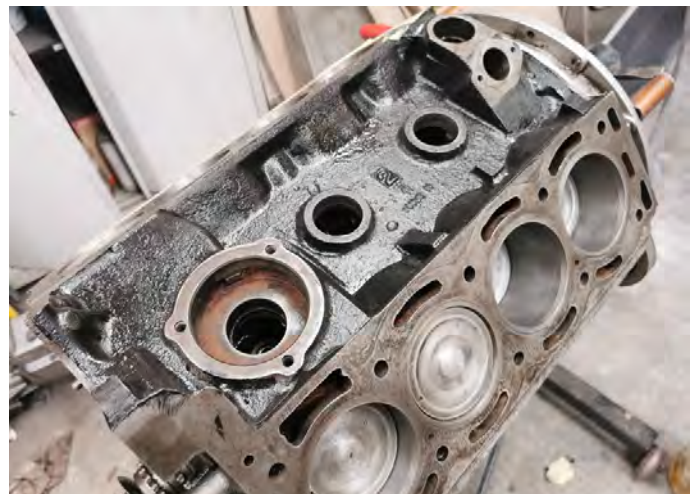
This is not the end of the story. I still had a block which could have contained abrasive contaminants. I decided to remove all of the core plugs giving as much access to the internal chambers and oil ways as I could and to take the engine to an engineer recommended to me for cleaning the engine and crank shaft professionally. This they did and I brought the engine back in my everyday car which even after many weeks still reeks of the smell of the cleaning medium that they used.

Before rebuilding the engine, I checked the oil ways in the crank shaft with extra long pipe cleaners and this seemed okay. Everywhere I could see visually looked ok until I came to the large oil chamber beneath the flat of the Vee. Here, I poked around inside with my index finger and to my disappointment found gunge! It was obvious that the acid dip and vigorous wash did not manage to get into all the parts of the engine.

I then set about using my fingers and all different types of cleaning aids and lots and lots of paraffin some of it introduced under pressure and also the gun on my compressed air line cleaning this chamber. Eventually I was satisfied that I had done the best that anyone could do.

Once refitted the engine started and continues to start first turn of the key. The oil pressure varies between 42psi cold and 30psi hot. I am happy with that. The car has performed consistently well over several hundred miles and I have changed the oil and filter twice since this and both times found no residual abrasive and the car continues to perform well.

Peter Napier



THE CLUB STAG ARCHIVE

The Triumph Story, Part 2 – How to Name a Bicycle

Last month I regaled you with a story about sewing machines. This month it is bicycles.

At the end of January we left our hero, Siegfried Bettmann, doing two jobs, one for the White Sewing Machine Company and one for himself, selling sewing machines for Biesolt & Locke. However, sewing machines is not where it ultimately is at and Sigfried needed to move on and he moved on by taking an interest in the new form of personal transport known as 'the bicycle'.

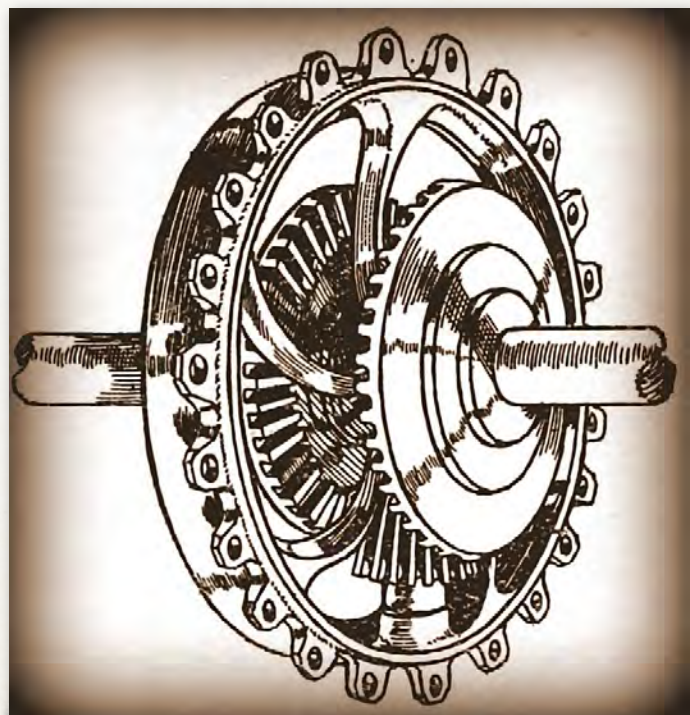
Although 'boneshakers' and other such horrible contraptions by which one could save shoe leather at the expense of more expensive rubber, had been around since the 1840s, it wasn't until 1869 (or thereabouts, the history books are rather loathe to commit themselves to an actual date) that the first bicycle factory was set up in England. The brave man was a James Starley and his factory was in Coventry – which is why Coventry became the centre of the British cycle industry.

Interestingly, Starley was previously a sewing machine manufacturer (what is it with the relationship between sewing machines and bicycles ?) and only became interested in bicycles when his nephew bought one back from France. It was not an easy thing to get on with and Starley made improvements to the design before starting out manufacturing, firstly parts and then complete bicycles.

Unfortunately, his output was basically of the penny-farthing design but he also made tricycles and invented many of the things which allowed the 'safety bicycle' i.e. the shape which we know today, to come about. Indeed, one of his inventions which was originated to allow for safe steering of a two-person tricycle, where each person drove and steered one of the two wheels, became known as a 'differential' and, until the advent of the electric car with direct drive to each wheel, his invention was incorporated into every car made – so you can blame James Starley for that uneven humming from back end of your Stag.



James Starley (1831-1881), the father of British bicycles.



A first differential

James Starley was a true pioneering engineer but it was his nephew, J. K. Starley, who perfected what became the standard 'safety' bicycle – presumably 'safety' because

you couldn't fall off it from a great height ! He gave the name of 'Rover' to his new safety bicycle and it soon became copied by everyone making bicycles - but the history of that company is another story which I cannot tell in these pages.

Before we leave the Starleys, I will tell you the reason why he started business in Coventry – after all, he was originally from Sussex and worked in London before moving away.

Coventry has a history of watch and clockmaking, going back to the 1680s and it was the ready supply of precision engineering know-how that led him to Coventry when he needed to relocate to escape his previous business associates.



James Starley on a 'Salvo' tricycle, the first cycle to incorporate his differential gear which allowed the 'inner wheel' to revolve at a slower speed than the 'outer' when cornering (approx 1877).

On with the story...

So, by the late 1870s bicycles were becoming popular and many cycle clubs sprang up, which increased popularity etc. Siegfried Bettmann saw bicycles as the next sewing machine and engaged a cycle manufacturer in Birmingham, a William Andrews, to supply him with bicycles which he could export alongside the sewing machines which were his main stock-in-trade.

The dates of this action are unclear but it seems to be sometime in late 1886 or early 1887 and they were probably tricycles rather than bicycles, although as the first

safety cycle (remember, those cycles which had started to look like today's machines) had been invented in 1885, there may have been a mix of designs available.



A Bettmann Tricycle at speed!

And this is where we introduce the first of Siegfried's partners as his interest in bicycles needed to be taken to a new level and he needed help.

Back in 1884, when Bettmann first came to London, he found accommodation at the Station Hotel, Holborn Viaduct but while he didn't have a job, this was an expensive place so he soon moved to cheaper rooms at Church Road, Islington. Here he befriended a fellow German by the name of Mauritz Johann Schulte. Schulte had come to Britain a short while earlier for similar reasons to Bettmann and, whereas Bettmann got a job as a clerk and then as a sewing machine salesman, Schulte found employment as a foreign traveller for a chinaware and pottery firm.



This is the best picture I can find of Mauritz Johann Schulte, so it will have to do for now.

THE SHUTTLEWORTH COLLECTION

BIGGLESWADE, BERKSHIRE

I recieved this communication from the Shuttleworth Collection recently, they offer a good discount for car clubs, this could make a good outing for your area – Carl.

I'd like to introduce you to the Shuttleworth Collection, based in Biggleswade, Bedfordshire, a couple of miles off the A1M and 30 miles north of the M25.

We have an awe-inspiring collection of vintage aircraft (the majority of which actually fly), a grass airstrip, a beautiful Swiss Garden and our impressive Shuttleworth House. All of which makes it a leading visitor attraction.

But what I hope will be of major interest to you is that we offer a variety of packages to car clubs who want to stage anything from a major event to a simple gathering of a dozen cars in a friendly, photogenic location.

The options are many, but to give you a flavour, we have hardstanding for up to 100 cars in front of the hangars, grass paddock areas that can take another 450 cars from May to September and further vast paddock areas by Shuttleworth House that can take major national gatherings over several days.

We offer a personalised Meet and Greet service on the day, and can remove much of your admin with a white label website that takes the bookings and fees, while keeping you up-to-date with the level of interest.

Fees? Well yes, but we strive to make them extremely attractive. Normal admission to the Aircraft Collection and Swiss Garden is £15 per person. **For clubs with at least a dozen cars, we make that £10 per car, including all occupants.** So a brilliant deal. Even more so as that £10 covers any repeat visits over the following 30 days. On flying days the fee structure is different, but there's still a deal to be had.

We have a great on-site cafe where you can eat as you choose or pre-purchase a bacon/sausage bap and hot drink for £7.50 to set you up before exploring.

Please do visit our website where you can find out more about Shuttleworth and the events for 2024 www.shuttleworth.org/

If you'd like to plan a visit, please do get in touch with me and I will answer as much as I can before passing you onto the Mark Cooper, our Visitor Attraction Supervisor.

As a member of Lotus and Porsche car clubs, I understand how important it is to offer members some interesting new venues to visit and get together. We hope that Shuttleworth might find a place on your schedule sometime over the next 12 months. You'll be made very welcome!

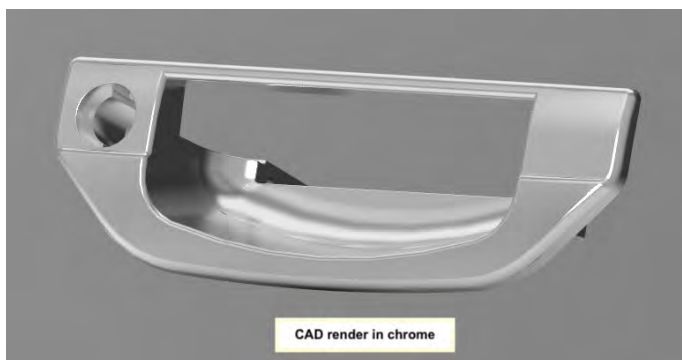
Peter Burgess Car Club Co-Ordinator



WOW! SOCTFL have a lot going on currently. In recent conversations with some of the members of my area group and visitors to the SOCTFL stand at the Classic Car Show in November it occurred to me that our club members may not be aware of the work of SOCTFL as we would like.

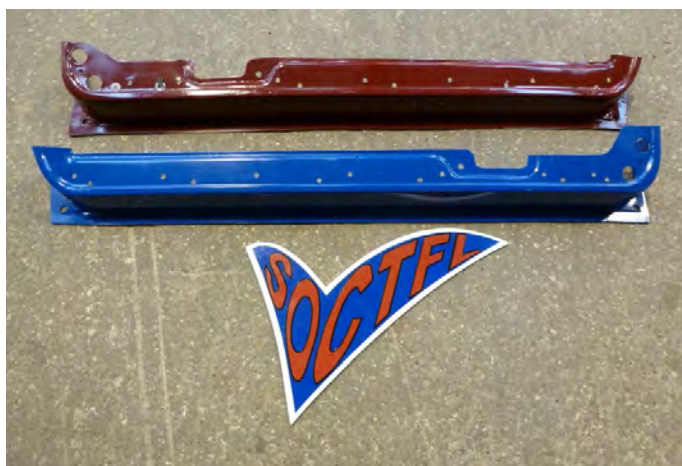
As a result, this article is intended to provide an insight to the current activity of SOCTFL, the valuable work undertaken by the committee members, and the wide range of projects currently in hand. Bearing in mind that the committee is made up of volunteers giving of their time freely it is truly amazing what they are able to achieve.

So let's take a look at what is currently on the go.



Door Handle Bowls

These are available and retail at £96.00 including VAT per pair. Club members can receive a 25% discount. A very significant benefit to club members.



Body Panels

You will no doubt have seen the full page SOCTFL advertisement that has regularly appeared in the magazine detailing the body panels and other parts available. Roger Kennedy is undertaking a review of the true availability of these panels and we will be reporting the outcome in a future article. As you will appreciate manufacturers some

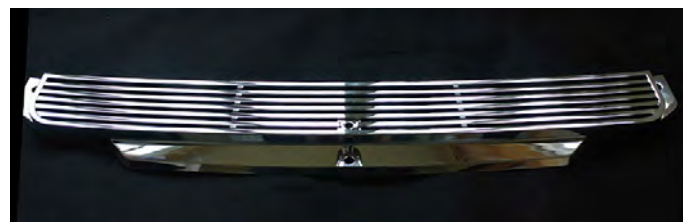
times stop producing products for a variety of reasons and we want to ensure that accurate, up to date information is available to our club members.

A new project that has just started to be investigated is a repair kit for the A post windscreen corner. This is a complicated structure comprising of six parts. To date the profiles are being scanned in readiness for the detailed CAD design work to begin. Process that is very time consuming work. A manufacture has been found who is working with SOCTFL.

Boot Lids

These are becoming very hard to obtain.

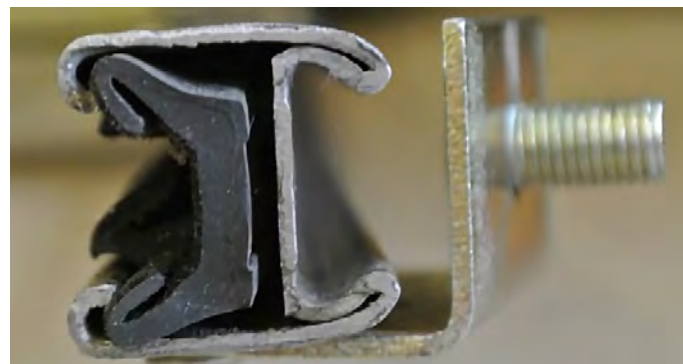
Wayne Woolford is working with a manufacturer to produce replacement boot lids. The plan being to produce a batch of 10 initially. Progress on this project will be forthcoming in future articles.



Air Intake Grill

As reported in earlier articles the tooling required further polishing to provide a fine enough surface to ensure the desired quality of chroming. This has now been completed and test grills are about to be produced.

Contractual details with the manufacturer and distributor are being finalised and the product should be available for purchase in the next few months.



Flocked Window Channel

This product has been manufactured and an initial supply of 2000 meters should be delivered by mid-February.

Once the distributor contract has been finalised the product will be available to purchase in the next couple of months.

Cylinder Heads

This is a long standing project that has stalled for a very long time. 12 heads were cast that belong to parts supplier. The heads have been partly machined to allow for pressure testing and all 12 were deemed to be of good quality. However the remaining machining to complete the heads is complex and costly and the current owner of the heads is unable to finance this aspect. As result it is unclear if these heads will ever be completed.



Gearbox Thrust Bearing

Although not strictly a SOCTFL project Mike Allen has been looking into producing a small batch in conjunction with an engineering company local to him in Kent. The product should be available in the next couple of months.

Horse Shoe Light Surrounds

This project is in its very early stages. They have been scanned and Julian is about to start work on the CAD design for the tooling. It is not clear when this work will be completed but we will keep updating progress as it develops.



Bonnet Pads

This product has been available for some time but recently the manufacturer informed SOCTFL that they were easing production. However, a new manufacturer has been found and a hundred pads are now available.

Hard Top Locking Plate

This part is no longer available apart from second hand plates. SOCTFL is investigating the viability of producing the part in chromed plastic. This is in its very early stage and progress will be reported in future articles

Oil Pump Springs

Although nothing to do with SOCTFL we have heard from one of the supplier of oil pumps that the springs now provide the correct pressure for the Stag. Therefore there is no need to swop the springs over from old pump to new.

INSURANCE OFFICER REQUIRED

THE ROLE OF THE INSURANCE OFFICER

We all have those annual insurance renewals that come up whether that be home insurance, car insurance or for those who have time, travel insurance. They seem to come round quickly too. Well, this is the same for your club. Aaron Payne was kindly our Insurance Officer but has had to resign due to personal reasons and is no longer a member of the club. This now leaves your club at risk unless someone volunteers to come forward to help.



Out of you 3,600 readers of this magazine, surely there must be one of you who could assist the club and just add one more annual insurance renewal to your tasks being the club insurance. The good news is that for 2024 this has already been completed so there is very little to do. Its more of the case that we need someone in the position to ensure the club is protected and to assist with any queries.

There is also the pleasurable side of the role working alongside our club scheme RH Specialists which I can assure you works very well as they are and have always been keen to look after our members. The role would simply entail monitoring an email inbox and co-ordinating responses.

Ideally you would have an insurance background and to have good communication skills, other than that it is a very light task. If you feel that you can make the Club a better one for its members and joining a decent bunch of chaps / chapesses who have made the Club what it is today then please email insurance@stag.org.uk

KNOW YOUR STAG #22

ALL ABOUT TYRES

We all think that we know about tyres – they are to be bought with the best name on them but at the cheapest possible price. However, that is not the full story – not by a long way.

In reality, although it has normally been expected that the best names (Dunlop, Goodyear, Michelin, Firestone or Pirelli) would have provided the best buy for your Stag, all makes of tyre and all tread designs give different characteristics. When you add to that the different rubber compounds and the different ways of providing support to the rubber sidewalls (steel or nylon belts and in differing numbers of 'plies'), the choosing of a tyre as 'the best for your Stag' becomes a highly debatable process.

In making a choice, the more demanding of us will probably make that choice (once make and price have been dispensed with) on the basis of how many miles we are going to get out of a set of them. But how many of us look at the 'performance' of the tyre by way of how the car handles when different tyres are fitted? However, it is a combination of the handling and wearing characteristics that dictate which tyre is fitted by a manufacturer – at least it would have been in the case of a top of the range car like the Stag.

Without going into great detail (and I could easily cover the whole magazine should I take to delving into the depths of tyre technology), the stiffness of the sidewalls dictate the cornering characteristics of the tyre and these must be specified in conjunction with the suspension set up and the requirements of the car – it's no good having a nice stiff sidewall which allows the car to corner like a roller skate if it also transmits all the road imperfections to the steering system and to the monocoque.

Equally, it is no good having a soft sidewall which soaks up the bumps if it allows the car to squelch it's way round corners as if it were riding on a 6 inch slab of foam. Similar tensions exist with the tread pattern – devised to cut through or to 'pump' surface water out of the way so that the tyre can continue to grip the road surface whilst at the same time putting as much 'rubber' on the road as possible to transmit the power of the engine and to wear well. Tyre compounds can be 'sticky', 'soft' or 'hard' which obviously affects the characteristics of the side wall and tread pattern design. And when you have dealt with all that, then there is the tyre

pressure to take into consideration as this alters the whole characteristic so carefully specified up to now.

Oh! And don't forget that tyres from one country may well differ from tyres from another country due to different local manufacturing processes – even for the same model of tyre. I don't know if that still is the case but it was definitely the case in 1970. Is this subject difficult or what?

So it is all about combinations of the things which go into the design of a tyre which dictate its actual characteristics and these need to be 'in tune' with what the car designers want the tyre to do. It is not by any means a simple science and I was amazed when I recently started to read all about it.

In all this, it is unlikely that you, the current owner, will ever take the tyres on your Stag to any 'limit' but that is what people like Gordon Birtwistle and Martin Cox and his brother Peter did when they took the prototype cars out to MIRA or to Mallory Park – or even for a long trip round the lanes of the Cotswolds or the hills of Wales. They were looking to see that the car 'handled well' with the suspension set up and the tyres and tyre pressures in place at the time.

And that is why you may not understand why Triumph specified the tyres which it did and why you should not actually choose your tyres on 'make' and 'price'. And God Help You if you choose to fit different makes and model of tyre at different corners of your Stag and, more particularly on the different sides of each axle.

Now, on with the actual choices which the Triumph engineers made.



Gordon Birtwistle (high speed test driver) at Mallory Park testing the third Triumph built Stag prototype (X782 – PHP 465G). I wonder if he got fed up of the wheel trims rattling and took them off! (Dave Jell collection)

The Michelin XAS – UK and Europe

From everything I can find out, up to 1976, all production Triumph Stags destined for the UK or Europe were intended to be fitted with Michelin XAS radial tyres of a size 185-14 and to a speed rating of at least 120 mph (that was an 'HR' rating back in 1970, which meant that the tyres were tested to a maximum speed of 130 mph).

If you doubt what I say and want to check on which tyres your car came out of the factory with, you will have

to purchase from BMIHT, a Heritage Certificate which will give you the basic specification and the actual ordered fitments of your particular Stag. I have copies of a number of Heritage Certificates and all through to 1976 – except for one car in August 1972 - show that the fitment was Michelin XAS.

These had been brought onto the market in 1965 and the period adverts show what Michelin thought of their new tyre at the time

Michelin
XAS

The radial tyre for high performance cars.

The Michelin XAS is the world's first and only asymmetric radial tyre. The tread pattern, as you can see, is off-centred. It varies from a close-ribbed heavy rubber shoulder on the outer edge to widely spaced individual island blocks on the inner.

The advantages this brings are considerable. It gives you:

- Incisive braking:** like all Michelin X tyres, the new XAS has a **steel-braced tread** to bite down hard and fast into the road.
- Controlled adhesion:** at all speeds, even under limit cornering conditions.
- Extended life:** from the built-up shoulder of rubber on its outer edge—the part of a tyre that takes the greatest pounding at speed.
- Fantastic grip in the wet:** the deep, openly ribbed inner tread squeegees away a vast amount of water quickly.

Note: The XAS is so special it must be fitted to all 4 wheels: and each must be fitted with its built-up shoulder on the outer side.

MICHELIN XAS

Michelin advert for XAS tyres when they were introduced in early 1968. (CAR magazine June 1968)



This is one of those rare times when it is asymmetrically easy to see the wood for the trees



There are makes of tyres and types of tyres and fads of tyres.

Masses of them.

But there is only one *asymmetric* radial tyre in the world. The Michelin XAS. And it is a tyre expressly *designed* for performance driving.

Look at its tread.

See how the web of close-ribbing on the outer shoulder broadens into widely spaced island blocks on the inner area. That is an *asymmetric* tread—the unique tread that gives the XAS these outstanding performance characteristics:

The power to shift a vast amount of water fast;

Intensely sensitive braking and cornering control;

Terrific wearing stamina (look again at its built up shoulder).

The *asymmetric* XAS is a completely different concept in tyre design. It is not cheap.

But if you want the perfect performance driving instrument, this is it.

The *asymmetric* Michelin XAS.



MICHELIN XAS
go radial, go Michelin



Michelin advert for XAS tyres in 1969, at a time when the final specifications for Stag were being decided. (CAR magazine June 1969)

Have you noted the bits in the adverts which say that these tyres should be fitted on all 4 wheels and that the thick bead on the sidewall on one side should be fitted to the outside of the car? That isn't just because they want to sell more cars but is because the tyre pattern is 'handed' such that it does all the right things across

the whole width of the tyre. The XAS used the first 'assymetrical' tyre pattern i.e. it was not the same on both sides of the centre line, and it was devised by the French to give better handling for the Citroen DS – a car well ahead of its time but lacking in the ability to go round corners as fast as would be expected.

The Exceptions – Goodyear G800 & Avon

Sometimes you have to deal in definites in order to make a statement about something knowing that it is not quite so definite as you think. A strange statement you may say but I want you all to believe fervently that the XAS was the tyre fitted to the majority of Stags. However ... I am in receipt of a works variation form from March 1973 which states that 30 UK Stags were accidentally fitted with Goodyear G800 Grand Prix 185/70 14 tyres. The form states that the Goodyear tyres were standard fitment for the USA but that 30 UK market cars had been fitted with them by mistake. The works variation form is an official way of saying 'leave them as they are as to change them would be too much trouble and they do the job anyway'.

CHASSIS CONCESSION

MODEL: Stag - U.K. Market.

SUBJECT: Michelin XAS Pt No 88 155510 Tyre

REQUESTED BY: Production in conjunction with Tech. Office.

REASON: Incorrect fitment on production.

MAX. QUANTITY OR TIME LIMIT: 30 Vehicles Only. (U.K. Build).

CONCESSION: Is granted accepting the above No of vehicles which have had 185HR 14 G.800 Grand Prix Tyres Pt. No 88 160381 fitted instead of the correct specified ones as above.

NOTE:
Pt. No. 88 160381 are the ones specified for U.S.A. Market

CC 2140

DATE: 23rd Feb. 1973

ISSUED BY: Triumph Motor Co Ltd., Coventry.

Granted By: *[Signature]*

Factory variation form showing an error in tyre fitment in February 1973. (PCR Archive)

I am also aware that a very few Stags manufactured before 1976 were fitted with Avon tyres. This could have been due to short supply of the standard XAS tyres. It is, however, unlikely to be an error as, prior to October 1975 when the 2500S was unveiled, the only model of Triumph that was fitted with a 185/14 tyre was Stag, so there should not have been supplies of Avon 185/14 tyres in the factory unless they had been sanctioned as an alternative. The only known example of this is for a car manufactured in August 1972 so if you have a pre-1976 Stag which was originally fitted with Avons (or any other tyre except the XAS) please let me know.

America & Factory Wire Wheels

If you look in an early Driver's Handbook for Stag you will see that the standard fitment for the wire wheels used on Federal cars was meant to be Goodyear G800 Grand Prix and with the lower profile of 185/70. However, I am aware that the advertising brochures for the 1973 model year American cars show that they have XAS tyres fitted and, Tony Fox, my contact on such things in Canada, has confirmed that XAS was a common fitment to Stag wheels.



A French advert for Goodyear G800 Grand Prix tyres. Do not confuse them with other Goodyear G800 tread patterns as they are all different.

I have no idea why the Goodyear would be fitted to the cars destined for America but the answer could be in the fact that wire wheels are normally fitted with tubed tyres as the spoke holes are sources of air leakage. In order that the spokes do not puncture the tube, the wheels are fitted with a rubber band between the wheel rim and the tube. The Goodyears may have been used because of the different ride qualities of the spoked wheels or because the use of tubes altered the behaviour of the tyres such that a different tyre characteristic was required. The XAS tyres could also be used with tubes but that may have altered the behaviour away from the requirements of the XAS, which, being an expensive tyre, was replaced with the cheaper Goodyear. Or it could just be that the directors of BL Inc. in New Jersey did not want French tyres on their cars. Who knows! Anyway, it looks as if both Goodyear and Michelin were in common use on Stags in The States.

From 1976 Onwards

For some reason not yet totally explained, in early 1976 the specification of tyres for all Stags was changed to 175 x 14, again with an 'H' speed rating. The majority of the Heritage Certificates that I have seen show the tyres to remain as Michelin XAS but every so often Avons have been recorded. As can be seen from the advert below, Avon were rather cagey about their tyre range

but, having spent some time in looking at images of Avon tyres, and from a comment made in an engineering report, I believe that the tyre used on Stag was the Avon Textile Radial. Again, if anyone knows differently, please let me know.

The first record that I have for the fitment of the Avon tyres is in May 1976 (around LD 42000) and this coincides with the first use of the 175 x 14 tyre size.



So you think rally drivers spend a fortune on tyres.

Try £8.87.

Talk about 'rally tyres' and what do most people think of? Rugged, specially built tyres, with really high performance and, more to the point, really high price tags.

As far as most tyre companies are concerned, they'd be about right. But Avon are a little different.

Because the Avon tyres that rally drivers use aren't specially built. They're ordinary, everyday radial and crossply tyres that you can buy anywhere in the country. At ordinary, everyday prices. (A Wide Safety GT for a Ford Escort will cost you around £8.87.)

Yet in the past year these 'ordinary' tyres were used successfully on numerous rallies, including the RAC rally and the World Cup 'Sahara' rally.

Not to mention their use on the race tracks in such events as the Shellsport Mexico races and the Triplex Saloon Car Championship.

Of course, if you don't happen to be a racing or rally driver, look at it this way. Any tyres that can take this sort of treatment in their stride are hardly likely to let you down on the way to the office.

'Ordinary' Avon tyres at your local dealer's today.

Just one more thing - if you'd like a TEAM AVON TYRES anti-dazzle strip like the one on the car above, just send your name and address and a P/O for 25p to Avon Tyres Limited, Dept. ADS, Melksham, Wiltshire.

AVON TYRES
The racing, rallying, road tyres.

Avon Tyres Limited, Melksham, Wiltshire.

AVON



An advert for Avon tyres from 1975 - cheap or what! (CAR magazine June 1975)

185x14 v 185/70x14 v 175x14 Tyres

The astute ones amongst you may well be asking 'What about the speedo?'

Yes, the different size tyres would give a different rolling radius when new. So how does that pan out? Basically, the rolling radii of the different sizes are:

- 185 14 XAS = 1976 mm (standard tyre)
- 185/70 14 = 1867mm circumference (-5.5%)
- 175 14 XAS = 1927mm circumference (-2.5%)

In the case of the 185/70s and the 175 tyres the odometer and the speedometer would be reading 'high' by the approximate amounts stated in brackets. As yet, I haven't investigated the speedometer for this series of articles – the answer may well be found when I do, until then you will have to contend yourselves with the happy situation that any 'high' readings will help the owners escape the scourge of speed cameras.

Where Are We Now ?

This series of articles is intended as a guide to original fitment for Stag across its production life. However, with tyres, there have been so many advances that the original tyre types have not been available for some time. In recent years there has been a move to remanufacture some of the historic tyres for classic enthusiasts.

Michelin have remanufactured the 175x14 XAS and these are available 'from good tyre suppliers'. However, they have not remanufactured the 185x14 tyres – yet, although you can get the low profile versions as 185/70x14 XAS. They are not cheap though.

Avon have remanufactured a range of tyres but not necessarily in the same tread pattern as the originals. They have, however, manufactured the Textile Radial in an original format but, unfortunately, not in a size that will fit the Stag wheel.

Goodyear seem to only be manufacturing their classic tyres for historic racing and not for road uses so the G800 is not currently available.

And Finally ...

Consider this advert which appeared in 1971:



Dunlop tyres may have been very good – and the SP range was well respected – but they were never specified as original equipment for Stag. The advertising people at Fort Dunlop obviously did not let their failure to be chosen as suppliers for Stag get in their way of their admiration for the car itself. I am sure that we can all understand that.

Peter Robinson

© Peter Robinson 2024. With thanks to Philip Webb for prompting me to take a look at the Avon tyre problem.

STAG OWNERS CLUB MEMBERS

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15% OFF WITH CODE

STAG8547

clubmotul.co.uk
Tel: 01905 076818

Club **MOTUL**

Club Motul have kindly created a discount code on Motul products for Stag Owners Club Members:

STAG8547

This will give a 15% discount on www.clubmotul.co.uk

STAG HARDTOP CONVERSION



Five years ago, I spoke to Tony Lapworth at the NEC show regarding the modification to the Triumph Stag hard top that I had embarked upon, and emailed him some photos as it was unfinished at the time. I proposed sending the finished pictures shortly afterwards, however unavoidable delays occurred. Finally, the work has now been completed.

I am fortunate to own 2 Stags, the first being a 1972 Mk1, owned by me since 1979. I am the second owner. It has a Stag engine with various engine modifications to ensure greater reliability. The other car, as illustrated, is a 1974 Mk2 that was rescued from a neighbouring front garden. Each day, as I walked past it going to work



I could see it slowly disintegrate. I had to save it and purchased it in 2004. So then I had 2 non runners in our front garden!

My wife generously accepted the situation, and over the years I welded and replaced all the rusty metal and repainted them in cellulose. Much of the paint on the Mk2 I hand painted with a brush, which proved to be very time consuming but, as you can see, remarkably successful. The engine is a Rover 3.5 v8, and a previous owner confirmed that it was installed in 1986 by Richard Lamb Engineering based in Warwick and specialising in Stag engine conversions & race tuning. It would be interesting to hear if other members had their cars converted by them or knew more about them. It would seem to be one of the better conversions and incorporates the adapter for the Stag manual gearbox.

During our conversation, Tony touched on the Surrey top for the TR4 1961 that Giovanni Michelotti was responsible for. It also might be of interest that back in 1957 the Fiat 1200 Wonderful (only 5 made ?) was also designed by Michelotti with Vignale, a brilliant design studio, and its detachable top was clearly the forerunner to the Surrey top – all well before the targa top that Porsche introduced in 1965.

Having acquired an extra rusty hard top with the Mk2, it gave me the opportunity to restore it and change its appearance and adaptability to our ever changing weather conditions – rain or shine. The openings in the top were designed to follow the elegant lines of the T-bar and maximise the air flow and sunshine to the cockpit without obstruction, and required dressing with the aid of a panel beater hammer. In my humble opinion, a Surrey top would

be much easier to make but its appearance would be ruined by the exposed centre spine of the T-bar being visible when the panel is removed and the single panel would simply be too large and heavy to stow away.

The hard top required gutting, and many of your readers may have considered restoring their hard tops so I thought I would share some of the difficulties and remedies I encountered. I am not a professional but have always enjoyed working with metal and MIG welding on my Stags.

My car is obviously not original but had it been, the hard top is not a permanent fixture or structural and can easily be removed so as not to affect the originality of the car.

Triumph Stag Hardtop Repair

Two basic types of hardtop were produced: the Mk 1 without air vents in the c post, and having clear glass; and the Mk 2 with air vents and tinted glass.

Early Mk 1 body shells were made of thicker steel. I am not aware of this applying to the hardtops but both are extremely heavy and interchangeable.

Having welded the bodywork on my Stags in the past, I was surprised at how comparatively complicated the hardtop was to repair. A proper restoration requires the removal of all the glass, rubber, headlining, stainless steel strips and exterior paintwork.

Concealed rust areas can be found on all the surrounding roof fixings ie two at the front top and 2 by the b post and what I can only describe as keyhole surgery is required to repair them. The front lip & holes for the front plastic fixings for the front strip are very prone to rust. To ensure the original position of the front strip holes, I marked an extended cross over the original centre hole, then drilled out the rusty hole, placed a suitable sized steel washer over the hole, & then bolted it in the correct position. I welded three small tack welds evenly around the circumference, removed the bolt, ground down the exposed weld, and filled over flush.

Gutters can rust under stainless steel side strips, & rear side flashings rust is caused by the aluminium rivets holding them on reacting to the steel. Understandably, most previous owners simply filled over rust areas to avoid all the work required, and many hardtops are frankly too far gone to salvage. Mine looked remarkably good at first sight but required extensive welding so, be warned, you could be opening a can of worms. I was fortunate to have the luxury of having a spare hardtop in reasonable condition so a failure would not have been a total disaster. It is important not to damage the front strip as without it the front is exposed and ugly.

Personally, I find the bright work on the hardtop over ostentatious and, in any case, found that the gutter strips were extremely difficult to remove without damage and, as the metal riveted strips would continue to cause rust, I opted to plug weld the holes or simply replaced with new metal if the rust was more advanced. I simply didn't bother to replace the strips. The same applies to the rear bottom strip below the rear back window, although this was replaced with self adhesive chrome plastic flexible strip.





As I opted to install removable panels in the roof, it seemed more appropriate to spray the interior of the hardtop and do away with the headlining, despite the lack of sound insulation. It is moderately quiet and I rather like the raw industrial finish. It certainly saves a lot of extra work.

Triumph Stag Hardtop Modifications

The preparation for the Stag hardtop had been successfully completed. The old adage, 'Measure twice, cut once' now comes into play. The shapes of the hatches were carefully marked out in marker pen on the hardtop and checked many times ensuring an even balance.

To avoid any mistakes, the apertures were cut out by hand using new sharp hacksaw blades. A jigsaw would have been easier and considerably quicker but if the jigsaw had slipped off the line the job would have been ruined. At that point there was no margin for error as the cut out centres were originally intended to be reused as the hatches. A margin was allowed for around the cut edge and marked, and plywood was cut to the exact shape and clamped together in the form of a sandwich.

The protruding metal edge was hammered down with my panel beaters hammer which strengthened the edge. All the gutters were made by hand and clamped and welded in place. I have no special equipment just a standard tool kit, a vice, an old MIG welder, panel beaters hammer, and 1 pair of tinman snips.

As you can see from the photo, no filler was required. Only a little seam sealer was used where the gutter was



welded to the edge, which is standard practice.

You can see from the photo that the first hatches were too small because by folding the edges it enlarged the apertures. I expected a small gap but it was more than expected. This delayed my project for sometime. Later, I visited EJ Ward as they were rebuilding a Stag engine for me. I noticed that in his scrap bin he had a number of very rusty hardtops they were well beyond saving but were ideal for cutting enlarged replacement hatches from. I am grateful to Mick & Matt for giving them to me.

There are still a few finishing touches required but I hope you found this article interesting.

Nigel Tooley (29435)

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REMEMBERING TONY HART 1948-2023

As I said last month many tributes were coming for Tony Hart, so here are the ones that didn't make it into last month's magazine

When I bought my Stag in 1978 it was already quite hard to find spare parts here in Germany and when I heard of the SOC I became a member in 1980 (# 275).

The great work Tony did building up the SOC encouraged us to launch the German club in 1980 and when I organised the second Meeting of the German Club I ask Tony to join us for this meeting in May 1981.

He turned up with a group of 25 Stags and 54 people making 110 Stags and 240 people from all over Europe - which is why we then called it the 1st ESM.

In the coming years Tony shipped urgently needed Stag parts and I even went over to NW London several times to pack my estate with parts so we could keep the Stags of the German members on the road.

Tony always gave helpful advice on all kinds of problems we faced - and then solved. This gave us more and more confidence in the Stag to keep it (like me for 46 years now) and it helped us to increase the image of the Stag on the continent. Thank you Tony !

Hans Berg (275)

Founder member 'Triumph Stag Club Deutschland'

Sad to hear the news about Tony . Please forward our condolences to his family.

Bob Heritage West Sussex

Very sad loss of the maestro - Member no 1

Peter Howells Oxford

Although I met him quite a few times over the years I do not have any stories to tell about Tony.

I will remember him as a lovely, genuine person that was always helpful and friendly. I was saddened to hear of his passing, and he will be missed by many. As many have said, the Stag would probably not have the following and the success that it enjoys today without Tony.

Brian George

Deputy Co-ordinator, Northumbria

Condolences from **Jane Payne** (was Selvey) and daughter, **Laura Tarplin**.

Such sad news. Tony worked on my car when I first bought it in 1995 and subsequently in the 2000's.

He was always willing to give help and advice and what an ambassador of our Stags!!!

He will be sadly missed by every Stag Owner

Howard Allen Worcestershire

Sad news indeed, though many will continue to enjoy the benefit of his legacy – The Stag Owners Club.

Rupert Klaiber Cotswolds

Very sorry to hear the sad news of Tony's passing.

Willie Clarke West of Scotland

Very sorry to hear the news. I didn't have much contact with Tony but when I did he was always very helpful.

Rod Kennedy Cambridgeshire



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SOCTFL AND THE SOC AT THE MG & TRIUMPH SPARES DAY

As the title suggests this is a one day show held at Stoneleigh Agriculture Show ground. The event provides an opportunity for major part suppliers and clubs selling parts and spares and promoting membership of clubs while displaying some nice examples of the cars.

When I arrived at 7:30 to set up the SOCTFL stand many Members were already there having set up the gazebos and cars in position. I set about erecting our new display stand to show our panels which are available from the main parts suppliers. Our new items, Door Bowls and the air intake grill, both receiving a lot of interest throughout day. Also on display was a section of the windscreen A post that had the dreaded worm. This is an ongoing investigation which SOCTFL are undertaking to check on feasibility and possible tooling costs.

The day was busy most of the time making members aware of the work SOCTFL undertakes and the benefits it brings to the membership.

After the show closed it was all hands on deck to dismantle the display and take down the gazebos ready for when the vans were allowed back into the hall and be loaded up.

Thanks to the team for manning the stand and the Stag members who took all the parts to the show and setting up the gazebo and tables for us. A full report of the show will appear in next month's magazine.

Roger Kennedy & Noel Sargent



SOCTFL Directors Roger Kennedy, Paul Smith and Russell Lewis.



THE STORY OF A STAG

MPB 147K - REGISTERED 27 JULY 1972

The story of this Triumph Stag is a story of over 40 years of ownership spanning two generations of the same family.

My dad, a recent graduate in Chartered Mechanical Engineer had some spare money over from a family move to Oxfordshire and in 1983 he decided to follow up his love affair with the Stag, started when it appeared on a Triumph promotional calendar received in 1969, and in the summer of 1983 the small sum of £850 was paid to Honest Joe's Home Car Sales Emporium" in Swindon for an 'advised genuine 71,000' Mk1 Triumph Stag MPB 147K After a short test drive noting no overheating problems and the body work and chassis looked in good working order, and it was driven the 20 miles home. .

The Stag was used as a daily car driving around the beautiful Oxfordshire countryside. The Stag was ideal for the task with the roof down and the summer of 1983 it was a fantastic car looking a million dollars. It was during this time of it being a daily runner that many things which indicated that the car had probably covered more miles and was less well maintained than anticipated bearing in mind the miles shown on the odometer and the comments of the seller.

Initially the items requiring fixes were small, for example the fuel filler cap spring loaded closing mechanism, washer had broken off, breather pipes around the engine were

missing and numerous little but frustrating things all around the car continuously needed fixing including the fuel filter, choke cable, hood release cable, boot lid closing and so on. Most of these were able to fix at home using my engineering background.

Probably the most severe problem coming to light at that time was the amount of oil that was burnt. The car would regularly need the plugs removed to be cleaned of soot and sludge as a result of piston sealing being somewhat inadequate. The compression testing indicated a compression pressure of less than 110psi across the cylinders, which for that compression ratio was rather low and of course confirmed the reason for the sooting up and oil burning.

But worse was however to come whilst I was considering what to do to fix the worn engine a normal drive home and the car started to overheat, yes the bane of so many stag owners at the time but up until that time there were absolutely no indications of overheating on this car so to suddenly be presented with a sudden overheat situation was a little surprising.

MPB147K was transported back home for some testing. The radiator was inspected and found to be OK, thermostat was checked and found to open and shut ok in hot water, but the engine still overheated. The thermostat was removed and overheating continued. I then decided to



check the water pump I removed the cover to find that the impeller was free to rotate against the jackshaft and its bevel gear. This was quickly repaired, and a new jackshaft and water pump were installed, the oil was drained, filter replaced and oil pathways cleaned although no metal filings could be found. The car was continued to be used but only a couple of weeks later before a full engine out and rebuild the water pump and jackshaft failed again. Dismantling the water pump a second time I noted that the bevel gear on the water pump had failed but not the jackshaft but this time there was steel swarf in the oilway.

This forced my hand as to what to do with the poor compression pressure and high oil consumption, I had no option but to fully dismantle the engine, flush all the oil pathways, oil pump, oil pressure switch, cylinder heads, oil pathways, timing chains and tensioners and everything where oil flowed. Thus began a full engine out and rebuild. Removing a Stag engine and gearbox is not a task to undertake lightly not least of the difficulties to overcome is the weight.

By this time summer had turned to autumn and winter I put the car into garage and added a full engine rebuild to the next summer's job. Unfortunately, this task was never completed, and the car was placed into the garage, where its stayed until 2018

As a young boy I had always been interested in cars and have fond memories of riding on the back of the stag parcel shelf, holing into the T-Bar – Not sure that's allowed





these days, but it made lasting memories of enjoying the Stag. Given this I had always seen the car rotting in garage for years as a waste and was therefore keen to get the Stag running again.

In early summer in 2018 I bumped into a student who was attending the Heritage Skills Academy college, based on their site, and the conversation led into that fact they there learn some of their skills form project cars that had been donated form the public.

Hering this it seemed to be the perfect opportunity to resurrect the Triumph Stag in an economical manner as well as helping to pass invaluable skills on classic car maintenance to another generation ensuring these great cars can always be maintained well into the future.

So after much discussion and conversation with the management at he heritage skills academy on 13th November 2018 the Stag was wheeled out of the garage, loaded onto a transporter and sent to the Heritage skills Academy. The enthusiasm when the car arrived was measurables, the students instantly coming out to look at the new project, cleaning the car within a day of its arrival.

The car was loaded onto the ramp and became part of the Heritage skills academy showcase on their regular scramble events including the gearbox on the workbench.

During the time in the skills academy the car was meticulously stripped and assessed and where parts were required, they were requested and it was my responsibility to source the parts and they were fitted in a methodological manner making use the practical skills being supported with theoretical sprints, split into mechanical, electric and drivetrain modules and the students where broken into teams to work on these areas. After completion another team were appointed to critique the process, which also helped a further team understand the process.

This process continued and over the time the clutch was replaced during the gearbox removal and refitting, brake lines were replaced as part of the braking module and a new exhaust manifold was also replaced during the engine overhaul.

As the students progressed with this process, the car was in full view and visible to everyone with the Stag pride of place on the ramp in the skills academy visible to all at





the scramble events. This started to build my excitement as I started to visualise the finished project, I purchased some mark 2 alloy wheels. This ultimately proved a fruitless task as I had not realised that the alloy wheels require different wheel nuts, so these were soon sold on and the original Mk1 hub caps were reinstated to the car. One of the students in the academy actually decided to refurb the original steel wheels painting them up to a nice standard, which also made me decide that the original wheels are best kept, original.

The restoration project continued until the end of 2018 when COVID struck and just like every industry the college was hard hit and the whole operation was pushed into huge uncertainty, and I received a call saying I needed to come to collect the car as they could no longer continue the project. Unable to accept the car unless it was running, I agreed that they would get it to a point where it drives and it was delivered back to me house on 13th February 2021 and it was now, through several years of work, moved from my father's garage into mine.

While I was pleased that the car was running, I was not sure of the overall condition of the car, the engine was badly miss-firing and would often cut out. There were also worrying issues around the various warning lights flickering, the steering felt wayward and items such as the electric windows were not working. Being keen to have the car a 'working example' I booked the car for another assessment in the local classic car specialist, who had the car for a period of over two months.



During its time with the local specialist, Classic car specialist near Oxford, several other issues were identified. The water pump had to be rebuilt due to it leaking, the electrics were sorted the engine was tuned to run perfectly. The specialist did spend some time on both the steering and overdrive but was unable to rectify either and additional work, which I was not prepared to have done at the time.

My plan was to begin to use the car locally to see if there were any other things that might crop up so continued to use the car, taking it to the Heritage scramble, and other local meets and it was at this point I joined the Stag Owners Club.



Attending the SOC meetings has also been very beneficial as I have got to know several members during the meet up, I met another 'Richard Green' small world. Richard has been very helpful and recognising my lack of mechanical ability has offered to fix a leaking diff for me and attempt to fix the overdrive. Richard took the car away, fixed a leak on the Diff and fixed the overdrive switch, testing it for electrical compliance but could not get it working as it should.

During the SOC meets, seeing the other members cars helped build my enthusiasm for wanting to get the Stag to a working reliable car led me to finally ship it off to EJ Ward, one of the country's leading specialist to have the car properly evaluated, assessed with the view of getting the Stag to a state where it can be properly enjoyed again.

So on the 26th July 2023 the car was once again placed onto a car transporter and shipped of to EJ Ward for further assessment. This assessment took approximately 3 weeks and the wait in hope proved fruitless as the diagnosis was not good. The overdrive was not working as it had been stuck in the open condition which in turn had damaged the gearbox, requiring a rebuild.

The water pump was leaking again, and an electric water pump conversation was recommended. Play in several wheel bearing, excessive play in steering rack requiring replacement, leaking diff, faulty warn carburettors, water in the vee and various other old leaks and breather pipes were identified and it was clear the car would need a major refurbishment.

The decision was made for the various works to take place, and the car has now had a complete gearbox rebuild, the carburettors been rebuilt using Viton needle valves, stainless steel link rod set and new advanced retard springs.

Due to the expense the refurbishment will be completed in stages but as you can see this is an interesting restoration story of this Triumph Stag, and one that continues. I will look to update the progress in further articles and hopefully the outcome will be that this car is restored to its formal glories.

Richard Green



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SURELY THE BEST NUMBERPLATE FOR A STAG



This surely has to be the best number plate for a Triumph STAG?

I purchased the number in the late '90s, held it for 20 years & sold / donated it to a very good friend who bailed me out. I couldn't repay within the time frame agreed, but having seen it on his STAG, it's where she belongs.

If you can get this picture in your magazine somewhere, with a note saying 'thank you APR' for all you've done for me over the 40+ years of our friendship, I really would appreciate it.

You'll understand why I originally bought it from my initials...

Simon (STA Gibbons Esq.)

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- Enter code **SOC245TH** in the DISCOUNT CODE field (bottom left of the basket) click APPLY to activate the discount, repeat for each ticket type on the order.
- Please check the total before clicking PROCEED TO CHECKOUT

Car Club tickets must be booked by 2pm Monday 17th June. Tickets and display vehicle passes will be sent to club members by first class post on or before this date.

If you book a ticket please drop me a line to my SOC email, so I can keep abreast of how many Stags to expect.

Glyn, Wiltshire Coordinator Mob: 07584124656 Email: wiltshire@stag.org.uk

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Regional Co-ordinator:

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Mobile: 07816 271237

NORFOLK

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

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

NB. 5th MARCH Noggin 'n' Natter: During March the Village Inn are closing for a month for a total refurbishment. So that month (only) we will be at The Copper Beech, Alex Moorhouse Way, Costessey, Norwich NR5 0JT. Swing off at the A47 Showground junction, head PAST Sainsbury's store/petrol station access road, down to large roundabout, turn left & the pub's at the next roundabout.

April N&N onwards we will return to the Village Inn as below:

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).

Games Afternoon at Little Melton Village Hall was enjoyed by over 30 of us, including a welcome visit by Darren, Jayne & Jessica. Roulette, Wii Tenpin Bowling,



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



Jenga, traditional-style Bowling for a Stag, Table-top skittles, Beat That (multiple-challenge game), Dominoes & Drafts all kept us occupied for quite a while.

We also revisited the infamous Stag Motor Racing game from our 2011 National Weekend. A great idea for other Areas to consider: 6 moulded plastic Stags (think they were sourced from radio-controlled model bodies) each with a broom handle bonded on – since then easier on ageing backs to move them along the track! A race-track marked out in strips equating to numbers thrown on a dice e.g. 3 thrown = advance 3 strips. Add in periodic Monopoly-style booby traps to land on e.g. 'Overheating, return to Start' & plenty of fun is assured.

Then we were called for food which was a sumptuous



repast all funded by our Area courtesy of the generosity of members in buying raffle tickets at every N&N. After eating we gathered for 'Deal or No Deal' courtesy of Steve (The Dealer) Bradbury & Peter (The Banker) O'Neill. Su Dunkerley proved a worthy opponent in refusing the deals offered via the frequent phone calls from the increasingly desperate Banker. The (genuine) £100 Star Prize was not flushed-out until well over half-way through. The suspense continued right to the final 2 cards which were £75 or £2 but sadly, here Su's luck ran out & Steve's wallet breathed one huge sigh of relief! Great fun!

Steve & Peter's event proved a fitting finale to a brilliant afternoon & they both gained our appreciation. Kevin, Jan, Peter & Jean masterminded the event but want to recognize many others who were involved e.g. in baking puddings. Especially though, Terry & Colleen from Terry's Butchers in Dereham who provided the gorgeous meat. This was a wonderful way to spend a Winter Sunday afternoon.

February Noggin 'n' Natter Over 30 of us tonight welcomed newcomer Rob Holland from Taverham near Norwich. Delighted to meet you Rob & we're looking forward to seeing how well your 6'8" frame fits into a Stag! Our Annual Elections were held & your existing local Officers, Kevin, Chris, Peter & Jean were confirmed unanimously as leading us for another year. However, they will continue to need our existing high level of support from other members in order to run the many events we have planned.

As a newcomer, Rob was amazed to find out how much is happening in our Area. Kevin outlined the planned events which are at least partially organised by our members. They include Charles & Karen for our Drive-it-Day outing 21/4, bread making at Bircham Windmill followed by BBQ at Ian & Nancy's on 6/7. Also a train trip from Dereham to Wymondham & back at Mid-Norfolk Railway's Classic Car Day with the chance to picnic in Mike & Ellie's trackside garden on 14/7. Has that whetted your appetite to join us? Does it prompt any ideas for your own event which our Team could help you to organise? Then contact any of your Team who are keen to explore with you.

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

Last month was our traditional Frostbite Run, report to follow next month.

Event wise, this month is a quiet month, but I am sure we are all getting the Stags ready and polished for Drive it day next month. This is being kindly organised by Bob and we are all looking forward to it, thanks Bob. Email will have been sent out by now for names and numbers.

April is our busy month with club night being our Quiz night kindly being organised by Marilyn. Thank you in advance.

Events are currently being worked on and emails to follow going forward but in the meantime albeit a way away, I can confirm that I have accepted the invitation for the Hyde Hall classic car show to take place later than last year on the 1st September.

Between now and then, let's all consider a good turnout for National Day at Brands Hatch on 14th July with a given that it will be well attended and an easy run from Essex. The Kent area are working hard to make this a great event and there will certainly be a lot to see.

If any anyone would like to come forward for a chat to organise a Summer Picnic Run or kind enough to have the room to host an area BBQ that would be fantastic and very much appreciated. 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

- ✔ March 7th – Club night, Old Windmill
- ✔ April 4th – Quiz Night, Old Windmill
- ✔ April 21st – Drive it Day
- ✔ May 2nd – Club night, Old Windmill
- ✔ June 6th – Club night, Old Windmill
- ✔ June TBA - Summer Picnic Run
- ✔ July 4th – Club night, Old Windmill
- ✔ 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

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com

January Natter and Noggin

Well, I arrived in the car park early and found it full with just one space left at the back of the car park. Paul had just arrived before me and directed me to the last parking space. The car park was full of boy racer cars and the like. On Entering the Bowl we were asked if we had booked I explained we normally have our club meet on the third Thursday of the month and the manager came over to explain they are now holding quiz nights on the third Thursday of the month and the pub was full but he did manage to find us a bench seat and table behind the bar not Ideal as some later arrivals had to stand until the quiz finished and all the boy racers left. Again we had eight of us around this table trying to talk over the quiz. (not sure where the later arrivals managed to park)

Drive it Day

As I have had requests to organise some Sunday run outs. Therefore, meet for Drive it Day at Kempston Retail Park near to Costa Coffee for 10:00 am. Run out into Northampton to the Industry and Supply Café at the Royal Ordnance Depot Weedon Building 14 The Depot NN7 4PS. The café is in a building dating back to 1802 which supplied armaments for the Napoleonic Wars. The large premises are bursting with Artwork and Merchandise and armchairs to sit and relax with a coffee and cake. This will give some members in Northampton to meet up with us.

Future Natter and Noggins

Well after the last Natter and Noggin in January those in attendance suggested alternatives with the Manager suggesting we could meet on the third Tuesday of the month or another night. With this in mine I held a vote on What's app and by email to see the preference from those that had not attended the Natter and Noggin. Sadly the repose was not very good with 31 member on What's app I only got 9 replies and with the emails the same. With the results I did get it was a majority wanting to return to the Red Lion at Elstow. I have been informed that the carpark pot holes have been repaired and the pub is under new management. So all future Natter and Noggins will return to the Red Lion Elstow MK42 9XP 7:30pm onwards.

What's App group.

Apart from the voting for a change in venue at the start of the month, it was quite, but towards the end of the month a request for who has replaced the top Steering Column Bush which had a few replies promoting the Steering Column top clamp. Then Simon Kington request for those going to Malvern followed by Ken Symmonds showing a picture of his engine on the bench in the garage wanting to go to Stoneleigh MG Triumph Spares Day to search for parts. This followed with an offer of an engine Stand which sparked the idea from Ray Nicholson to create a list of members willing to loan equipment

<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

- ✔ March 21st Natter and Noggin RED LION Elstow MK42 9XP
- ✔ April 9th Tuesday Oakley sports and social club car meet (prov) 5:30pm onwards
- ✔ April 17th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ April 18th Natter and Noggin RED LION Elstow MK42 9XP
- ✔ April 21st Drive it Day Coffee and Cake run Building 14 The Depot Weedon NN7 4PS
- ✔ April 27th SATURDAY SOCTFL AGM Gaydon Motor Museum
- ✔ May 14th Tuesday Oakley sports and social club car meet (prov) 5:30pm onwards
- ✔ May 15th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ May 16th Natter and Noggin RED LION Elstow MK42 9XP
- ✔ May 19th Sunday Chiltern Hills Rally Weeden Park Aylesbury HP22 4NN
- ✔ June 9th Sunday Luton Festival of Transport
- ✔ June 11th Tuesday Oakley sports and social club car meet (prov)
- ✔ June 19th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ June 20th Natter and Noggin RED LION Elstow MK42 9XP
- ✔ 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 Noggin RED LION Elstow MK42 9XP
- ✔ August 18th Sunday Flitwick Lockdown Car show
- ✔ August 23/25th Silverstone Festival August 18th Sunday Flitwick Lockdown Car show
- ✔ August 23/25th Silverstone Festival
- ✔ September 10th Tuesday Oakley sports and social club car meet (prov)
- ✔ September 18th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

Mobile: 07816 271237 rogkennedy44@aol.com

HERTFORDSHIRE & N. LONDON

Hi all. Unfortunately February's meeting was a little down on numbers but eight of us braved the elements and enjoyed a night of lively discussion. It was also our annual election (or re-election night as it turned out) as everybody present decided that as both Paul and I had been doing such an amazing job they should leave well alone! Seriously though we are very grateful for your continued support and look forward to another year trying to keep you all happy!!

Five days previously we'd held our traditional Late, Late Christmas Meal at The Red Lion, Marsworth, near Tring. Seventeen eager diners, the largest contingent in the bar, turned up but unfortunately we were split across 3 tables to get us all in. A late advised change from the regular menu to a special Thai cuisine evening, (the first of its kind for the pub), meant we got to enjoy a range of delicious dishes in a great atmosphere. We certainly hope they'll be doing another event like this one again soon!

As I write this the first big show of the year - The International Triumph & MG Spares Day at Stoneleigh is right around the corner, preceded the day before with the Triumph 'Drive It' Day at Gaydon. Although long gone by the time you read this we are hoping for a good day although the weather does look a little dicey? Here's hoping for a good turnout for both events.

I thought I'd finish this month with an update on my own Stag. The picture shows work progressing well down at Plymouth, with all the welding completed and the filling and finishing well underway. The respray follows and



hopefully it'll be back some time in March for completion of the last stages before being made ready for my daughter's wedding in June!

You're most welcome to join us at our monthly meets. We are a friendly and enthusiastic group. So what are you waiting for! Get in touch with Paul or myself and we'll add you to our WhatsApp group to get updates on our activities!

DIARY DATES

- ✔ Thursday 7th March – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 4th April – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 2nd May - H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Other events TBA – watch this space.
Peter Goodman

Paul Harrison

Mobile: 07710 316558

Email: p_harrison63@hotmail.com

CAMBRIDGESHIRE

The January N&N was held at The White Swan, Conington on the 28th, with 14 present. This was our AGM when, lacking volunteers, by default yours truly remained as Coordinator. However, I was happy that we had a volunteer for Deputy, and Chris Grove was duly elected, he just requires the blessing of the National Committee before officially taking up the position, but he's doing the job whatever. Chris will bring energy and new ideas to the Area. Ken Woods will continue as Deputy 2 for this year. Warning, you will need a volunteer as Coordinator for 2025, as this is my final year in the role, enough is enough.

We also discussed future events, although it was difficult to hear everybody due to the numbers of other people in the pub. By the time this article is published our first events, Drive Your Triumph Day and a visit to see the spring bulbs at Chippenham Gardens, should be behind us, if the weather has been kind.

Otherwise a quiet month but hopefully we can look forward to an active Stag year.

Keep driving and enjoying your Stags.
Rod

DIARY DATES

- ✔ N&Ns – Our monthly gathering, when members gather for drink and chat, many also enjoy a meal. It's a chance to meet fellow Stag owners and their partners, to talk over Stag problems, if any any, and plan future events. Over the winter the N&Ns will be held on the 3rd Sunday of the month, check your emails for date and venue or contact me if I don't have your email address.
- ✔ Classics on The Green at Barrington should resume from April, with the first meet on Friday April 6th, try to arrive well before 18:00 if you want a space on the Green. Postcode: CB22 7RZ.

Rod Kennedy

Tel : 07501 448516

Email: cambridgeshire@stag.org.uk

- ✔ 21st April Drive it Day
- ✔ 5th May Ipswich to Felixstowe Road run (book direct £20 per car)
- ✔ 27th May East Anglian Railway Museum
- ✔ 14th July SOC National Day Brands Hatch
- ✔ 4th August Helmingham Festival of Classics(Club Booking)
- ✔ 1st September Classics at Glemham (Club Booking)

SUFFOLK AREA WEBPAGE

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

Tim Hart

Mobile: 07749 895710 suffolk@stag.org.uk

NORTHANTS

New Co-ordinator required

Please contact the Regional Co-ordinator

SUFFOLK & N.ESSEX

January's N&N, a week later than our normal first Wednesday, was well attended with a good number of us having a meal before the meeting. At which the business of electing the coordinator and deputy took place. Peter and I were unanimously confirmed for another year. We also confirmed our support for Roger as Eastern Region Coordinator That done we talked about events for the year and a draft list was formulated.

February's N&N was very well attended and we welcomed Trevor as a new member of the club. The events list was looked at again and some new events provisionally added. We decided not to have a club presence at Culford this year as it clashes with national day -maybe next year. Peter agreed to organise Drive it Day which is always a good season starter

The full events list should be in the Area web page in the members' area of the club website. Use the link below and take a look; if you have difficulty logging in give us a shout we may be able to help. Roll on the better weather and lighter evenings here's looking forward to a great summer of Stag outings

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

- ✔ 6th March N&N The George. Hintlesham IP8 3NH
- ✔ 3rd April N&N The George. Hintlesham IP8 3NH

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OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

James Scott scottygsxr@gmail.com

Mob: 07970 206829

NOTTS/DERBY

F ebruary meeting and Area AGM

The meeting started with the AGM, which lasted all of 10 minutes. With no change in roles with the exception of Jan taking over from Beccy with the raffle and big birthday duties (those ending in a 5 or 0), but we do still need someone to look after the website. We will keep asking and hopefully someone will give in!

We welcomed 2 new members, Jim and Craig, Craig is still looking for the right car, which I'm sure he will soon find.

The raffle and Christmas card money from the last year totalled £420, which was split equally with Ashgate Hospice in memory of Keith and The Derby & Burton Hospital trust where Chris is having his treatment.

We seem to have a few members who are suffering with a few health problems at the moment, you are in all our thoughts.

Andrew

A little bit of rustproofing

What a messy job, a bit of an understatement. On Saturday Andrew came up to make a start wax oiling the Stag. It was a job Keith had been planning to do but first with Covid, then the cancer diagnosis it was sidelined. I'm sure Keith was looking down at the pair of us flapping at what a mess we were making on his nice clean garage floor. As fast as Andrew was masking up areas and

squirting the wax oil into every nook and cranny it was finding its way out, far faster than I could mop it up. There were holes where we didn't know there were holes. With over half the car done and all the areas we could get too we decided to call it a day until the weather was better and we could get the Stag out of the garage to complete the opposite side. Andrew also checked it started as we made a note of some jobs that need doing when it goes into Excel at the beginning of March for a once over.

Lyn Bennett

As a footnote, I used Bilt Hamber's Dynax S50 as I had used it on my car and knew where it leaked out, so I was prepared and taped all those areas up, only it came out of places I didn't expect, especially on the bonnet, but at least those water traps are now full of wax. On surprising result was how I'd sound deadened the boot lid, it felt much more solid and closed with a thump, something Keith had always said sounded very tinny next to my car's boot lid. When I do the rest of it, sills outriggers etc, it will be on a large plastic sheet and much more masking tape used, even where I don't think it needs it!

Andrew

New members

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

WhatsApp Group

If anyone who hasn't already joined wants to join our area WhatsApp group, please get in touch with Andy Williams on 07917 876292. There are currently 31 of us in the group.

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

Our next meeting is on Wednesday 3rd April at 7.30pm.

DIARY DATES

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

Booking is direct with the organisers where contact details are supplied

*These dates are provisional and need to be confirmed

📌 22nd – 24th March Restoration Show NEC



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

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk



Finally in other news the Federation of Historical Vehicle Clubs (FBHVC) approached the SOC asking that we provide them with a case study relating the work of the Stag Owners Club Tooling Fund Ltd. FBHVC are proving an 'essential guide' to 'Parts and Services' for their members. The SOCTFL article in the December 2023 magazine "Start to Finish" provide the information and the basis for inclusion in the guide. Really good publicity for the club and SOCTFL.

DIARY DATES

- ✔ March 5th N&N N&N, Robin Hood, Drayton, DY9 0BW
- ✔ March 22-24th Classic Car and Restoration show at the NEC
- ✔ April TBA

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottysxr@gmail.com

SOUTH BIRMINGHAM

N

oel's Notebook

Well, what a great turnout for our February N&N. No Stag on the car park but then the weather was pretty bad. Heavy rain that seems to be the norm just lately. Still we managed to fill our normal area in The Robin hood to nearly the point of standing room only. The result; a really enjoyable evening with lots of discussion, banter and laughter. It was nice to see so many partners there also having a good time too.

At our January meeting Tony suggested organising a skittles evening and inviting the Worcester group for friendly competition between us. After a few minor hiccups with venues and dates the events will be held on Friday 1st March involving approximately 30 participants. Results in the next magazine.

In other news RH Insurance are sponsoring a Drive it Day event for the 21st April starting from their base in Worcester to the Cider Mill just outside Ledbury. The event will include entrants from a number of car clubs and I understand that their target of 100 cars is filling up fast. Indeed at the time of writing they may well have closed the application process.

Looking further ahead Scotty has been liaising with the people at Shelsey Walsh to have a dedicated Stag Ones Club area at the Caustic Nostalgia event on 21st July. He needs to have a minimum of 10 cars attending to secure the area. At the time of writing 9 South Birmingham Area member have tickets. Talking about tickets if you book by 30th April they are £15.00 pp compared with £30 on the day. For more details check out the Shelsey Walsh website. The picture provides a flavour of the event. Can you spot the Stag?

SOUTH CHESHIRE / NORTH STAFFORD

The first classic car show at Capesthorpe Hall in Cheshire will be on 26th May if you wish to go to this event then please arrange your pass with Classic Shows either on line or pay on the gate when you get there and come and join us.

The next event will be on Sat 1st and Sun 2nd June at Tatton Park Knutsford Cheshire, The Classic and Performance car show. I have ordered 25 passes for each day of the show and if you wish to display your stag on our stand for either day or both if you wish then please ring me as soon as possible because these passes are free to us they do go very quickly, and we have members from three other areas who come on our stand and display their stags.

There will be a classic car auction on Saturday 1st and Sunday 2nd June at the Tatton Park Knutsford show, and it will be held in part of the walled garden .

On the 14th July Nigel Cross (West Lancs Coordinator) has a classic car event at Caerwys in Wales and if you would like to join him for the day then please ring him for your pass and details.

On 21st July we shall be at Capesthorpe Hall in Cheshire for their 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 when you get there and come and join us.

We shall be joining Nigel and his West Lancs area at The Wirral Classic car club display at Claremont Farm in Wirral. Please ring Nigel for details,

On Sat 17th and Sunday 18th August we shall be at Tatton Park for The Passion for Power car show and if you would like to display your Stag on our stand for either or both days then please ring me for your pass as soon as possible 'cos they are free to us and they go very quickly.

1st September Arley Hall Cheshire, more about this next month.

Here's hoping for lovely sunny warm weather for the shows.

See you there, JUDY.

Judy Harrison
Tel: 0161 748 4608

SHROPSHIRE & SOUTH STAFFORDSHIRE

Nothing to report from us at the moment, it's all been quiet over winter. Waiting for spring to arrive and events to start happening !

Our next N&N's are the second Tuesday of the month. We are still looking at an alternative venue, meanwhile you can find us on Tuesday 12th March at The Lamb Inn, 29 Shrewsbury Road, Edmond, Newport, TF10 8HU.

Thanks, Steve.

DIARY DATES

- ✔ N&N - 12th March - The Lamb Inn, Edmond
- ✔ N&N - 9th April - TBC
- ✔ N&N - 14th May - TBC

Steve Ellison

Mobile: 07710 642963 steven.ellison@icloud.com

WORCESTERSHIRE

I've started my tenure as Co-ordinator reviewing the members list and making sure we are in contact with everyone in our area. I have added 28 members to our distribution list. Please let me know if you are still not getting any emails, or if you do not want to be contacted.

We had our first morning N&N at The Oak on 3rd February. It took the form of a breakfast meeting, and, let's be honest, no one really knew how it was going to go. Well, as it turned out, we had more members than we have had for a very long time, a total of 29 turned up including 3 new members. It was good to see Les and Doreen there. Les has not been well for some time, and its difficult for

them to get out in the evenings, so this breakfast meeting was the perfect opportunity for him to come along and meet up with his friends.

We awarded our annual cup for Best Contribution to club activities to David and Jan. They have been arranging Drive-it-Day for quite a few years so deserve a small token of our appreciation for their efforts.



We reviewed upcoming events, we are challenging the South Birmingham area to skittles on 1st March and Cotswold area to shooting on the 16th March. David and Jan also gave us a briefing on their plans for Drive-it-Day. Plans for our Christmas Dinner were deferred to the March meeting, along with arrangements for our Murder Mystery Weekend in October. Please bring your ideas to our next meeting.

Rodger distributed the now legendary Worcestershire Area Calendar, a future classic!

With the weather being so nice, it was good to see 5 Stags in the car park, quite a surprise for a February N&N. And the good weather was also the reason why 9 of us went for a pleasant walk round Croome Park, followed by tea and scones.

See you all at our next N&N which will again be on a Saturday, 9th March.

DIARY DATES

- ✔ 1st March - Skittles v's South Birmingham
- ✔ 9th March (Saturday) - N&N 10:00 for 10:30, The Oak
- ✔ 16th March - Shooting at The Fox v's Cotswold area
- ✔ 4th April (Thursday) - N&N 19:30 for 20:00 The Oak
- ✔ 8 - 12th April - Cornwall holiday
- ✔ 21st April - Drive it Day
- ✔ 25th April - The Blossom Trial - meet at the Chadbury Farm shop and cafe.



Worcestershire Stags at their Meeting

- ✔ 2nd May - N&N 19:30 for 20:00 The Oak
- ✔ TBA May - Bluebell walk - Lower Bentley

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

We also have a WhatsApp group now. Let Di know if you want to be included on that too 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 0JZ. 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.

NOTE we now have a WhatsApp group, so if you want to added just let Di know dragonsnap192@outlook.com

- ✔ March 2024. Just keep an eye out for emails as nothing is absolutely planned currently.
- ✔ April 2024. Sun 21st – FBHVC Drive It Day –‘The Depot’ at Weedon is the end point for our drive out. I have about 15 cars signed up already. Let me know if you want to take part.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

WARWICKSHIRE / LEICESTERSHIRE

Tel: knightsyard@btinternet.com

Golly gosh, here we are setting out our stall for this year's events, doesn't time fly. My opening remarks always follow a pattern too, commenting on the speedy passage of time. Anyway, before I blink again and we end up in 2025 I will type a few words.

As I am writing this the rain is pouring down and Rod and I are feverishly looking at weather radar to see when this afternoon we can get an hour to finish loading up the van for the Stoneleigh Show on Sunday. We might get wet!

GT6 has progressed a little and we are creating the wiring loom. We are planning on getting the ignition system up and running to at least start the engine and make sure all is well there. It should be as the engine is my old 2k engine, which was a belter.

2k is now being used and I'm sorting out a couple of small teething issues. In essence though she's good to go.

Bill Fannon has retired from being my deputy after many years as deputy or co-ordinator. Thank you, Bill, for everything you have done for the Warwickshire/Leicestershire Area and the Club in general. We will look forward to having you along as a member, hopefully relaxing and enjoying yourself.

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

OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

NORTHUMBRIA

On 3 February 8 members met in Newton for our Area AGM and returned the existing team of Coordinators, additionally appointing Brian G as our first Area Technical Coordinator. There was also unanimous appreciation of the effort made by our Regional Coordinator Graham Falshaw who, with Wendy and colleagues from West Yorkshire, made a special effort to ensure the success of our NE Triumph centenary event at Howick Hall. A lively impromptu discussion followed on the many issues discouraging younger people from buying a classic Triumph. It wasn't possible to agree a 'solution' at such a short meeting but it was agreed this was worth fuller consideration by others and by other Clubs.

As Technical Coordinator, Brian (and several other members keen to assist) ensured new member Ian quickly found a used choke cable (which are surprisingly expensive new) to get his newly acquired Stag on the road (see photo).

We now have dates for all our 2024 member events which will be convoy drives to impressive castles and fabulous country houses most of which are NOT open to the public. We will aim to spend up to 90 minutes at each venue, enjoying coffee & scones, meeting the owners, enjoying the gardens, presenting our classic Triumphs, taking dramatic photographs against unique historical backdrops and in some cases enjoying short bespoke tours given by the owners of the properties. Venue details were shared with all those at the AGM and will be shared with others on WhatsApp/email closer to the event.

Our first drive will be to a castle near the Cumbrian border in 3 weeks' time; members in Cumbria may be interested – if so please get in touch. Members from other Areas are welcome on all our drives.

DIARY DATES 2024:

- ✔ 23 March – (Saturday) drive for coffee & scones to privately owned Grade 1 listed 14th century Gothic style Castle in the south Tyne valley west of Hexham which played an important role in battles between the English and the Scots. During World War II until 1948 there was a POW camp for German Officers in the grounds and the remains of the camp are still visible. A memorial plaque was erected at the former entrance to the camp.
- ✔ 21 April – Drive It Day - drive for coffee & scones to Grade 1 listed Castle once owned by the Earl of North-

umberland, already a ruin by the 16th century but now fully refurbished as a luxury hotel; to include private tour of and photos from the battlements; hopefully coordinating arrival with TR Register members on their Drive It Day at the castle.

- ✔ 19 May - drive for coffee & scones to a very private family owned country house and stable block built around 1800 on the secluded north banks of the River Tyne west of Bywell
- ✔ 9 June – drive with TR Register (and our drone pilot) for coffee & scones and free barbershop entertainment to large family owned Grade 1 listed Gothic revival style Castle near Hexham based on a 17th century mansion with unparalleled views across the Tyne Valley.
- ✔ 30 June – drive to Woodhorn Colliery museum; to include private guided tour of colliery buildings where 2,000 men mined 600,000 tonnes of coal a year; the 'Pitmen Painters' art collection shows what life was like for miners from Ashington in the 1930s; café and photo opportunity in front of impressive original colliery winding towers.
- ✔ 14 July – drive through spectacular Northumberland countryside with TR Register to park for photos in front of fabulous 17th century grade 1 listed private country house incorporating a 14th century pele tower near Whittingham in north Northumberland for coffee & scones, private tour led by current resident who is a historic car enthusiast, small museum and unique photo opportunity from the castle roof.
- ✔ 28 July – drive for coffee & scones to park in front of a grand Georgian neo-classical private 19th century stone country house with views over Budle Bay near Bamburgh; the property was once owned by the captain of HMS Bulldog which captured U-110 and seized its Enigma cypher machine with codes during WWII.

Roland Tate

rolandtatecf@gmail.com

WEST YORKSHIRE

Well, here in Yorkshire we've had our first sign of snow and for the sake of our cars let's hope it's the last, after all, who likes working on their cars in the cold and snow.

At our meeting in February, we held our annual AGM, in which Wendy Philips had already mentioned to Maynard her intentions to stand down, and without any others to



take the position I was elected. A big thank you was given to Wendy for her efforts in the past year, as sometimes it can be a difficult task to fulfil, a long side myself David Martin was elected as my deputy, who I think everyone would agree has great organising skills. With his help we have already filled our yearly planner with shows, events and runs out, I'm sure we will be adding more to the calendar as we move closer to April our first event that month is the April Fools run which is popular with a good number of our members tend to go on each year, organised by YTCC. At our meeting we had 39 members in attendance with some new faces one of whom was

yet another Graham to remember this time it's Graham Hampshire, due to the AGM Being held we did not find out much about him or his car but, I'm sure to find out on his next visit. We even had our golf organiser Keith Godber come to tell us all about this year's UK golfing event. I can not hope to mention everyone but it was great to have such a large gathering, you should be so proud to be a part of the West Yorks Group, I know I am!

Wayne Day

Email: westyorkshire@stag.org.uk

WINTER WARMER WEEKEND

Six Couples met at the Ravenhall hotel for the annual winter warmer, less than usual but nevertheless we had a pleasant and restful weekend made more enjoyable because although windy and cold the sun shone and miraculously there was no rain.

After dinner in Friday night we were entertained doing a quiz brought by Julie in which we had to work out the names of confectionery from obscure clues I don't know whether to be proud or worried that I won it but the prize of a gin and tonic was much appreciated. On Saturday morning everyone went there separate ways meeting up again for dinner. We then attempted the quiz kindly set by Joyce. Julie and Dave won this with the wooden spoon going to Pat and Paul. The next morning we said our goodbyes and headed home.



CLEVELAND & CO DURHAM

Our area AGM was held on February 2nd at the Beefeater Restaurant in Darlington. There was a healthy turnout of seventeen attendees for the meeting with sixteen of us staying on to eat and do some catching up after the Christmas festivities.

Unfortunately, Dick has stepped down as deputy co-ordinator. It was six years ago when he foolishly volunteered to step in and fill the role. Amongst other events he arranged a number of runs for us through Teesdale and Wensleydale, those who were there will not forget the heavily laden dining room table that greeted us when we met up for one particular run. So many thanks to you and Sue for your help, keep in touch and hope to see you again during the year.

So, we have a vacancy, though things will just carry on as before without a deputy if necessary. Of course you do not have to be a co-ordinator to organise a run for the members!

DIARY DATES

✔ Saturday 23rd March. Drive with Northumbria area for coffee & scones to Featherstone Castle in the south Tyne valley west of Hexham. Anybody interested in travelling from our area, let me know and we can arrange to travel together, yes I know it will be a long day for us!



✔ Sunday 21st April. Drive it Day to Bassenthwaite Lake Station for lunch, filling up quickly but there may be places available.

Mike Reeve

Tel: 01642 710101 michaelreeve121@btinternet.com

NORTH YORKSHIRE

Andy Maughan

Mobile: 07762 543920 asmaughan@ntlworld.com

LINCOLNSHIRE / HUMBERSIDE

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OUT & ABOUT

NORTH WEST

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

We had an excellent night out at the Park Royal Hotel for our post-Christmas get-together on 27th January, with a total of 26 people attending for the meal. Most were staying overnight so we gathered in the bar from mid-afternoon for a catch-up and made a very quick job of re-organising some of the furniture so we could take over one end of the room – as usual! The staff were efficient in providing us with a tasty meal in the restaurant and then it was back to the bar area to continue for the rest of the evening. Lyn had planned a test of people's knowledge of motor manufacturers, which caused a bit of confusion, until the rules were clarified! Although the marking was delayed, Paul & Polly were eventually declared the winners..... Some will be surprised to know that we made far more use of the bar facilities than those provided in the spa club pool and gym, but we all managed to turn up for breakfast at the agreed time. We even found that fried bread was an option at the hot buffet counter!

Sunday 8th February was our regular meeting and Area AGM, held at Rixton. After a brief review of the past year's activities, we conducted the necessary election of officers. As expected there are no changes to the area officers, so we continue in our respective posts for the coming year.



I also took the opportunity to dig out the Member of the Year trophy, which had lain dormant since pre-Covid (a great excuse). I decided this should be awarded to Paul and Polly, in recognition of their contribution over the last couple of years. Their support with admin and the organising of some memorable, different events are much appreciated by us all.

After talking through the first draft of 2024 events, a few modifications have been made and of course there will be further changes over the next few months. I have circulated the latest version to the regular names by email, so they can start making plans, and take advantage of some early booking discounts available. Please contact me if you have not received this or need more details. We have plenty to keep us occupied and I look forward to seeing you back on the road in 2024.

Regards, Nick

DIARY DATES

March

- ☛ Sunday 10th Meeting at Rixton Community Hall
- ☛ Possible early season drive out, late March



April

- ✔ Sunday 7th Meeting to be confirmed
- ✔ Sunday 21st Drive it Day run out

May

- ✔ Monday 6th Gawsworth main show
- ✔ Sunday 12th Cheshire MG Club Candle Run
- ✔ Sunday 12th Claremont Farm, Wirral Classic Car Club show
- ✔ Saturday 18th Weaver Wander
- ✔ Sunday 26th Capesthorpe Hall
- ✔ Monday 27th Gawsworth Youngtimers Show

June

- ✔ Sat/Sun 1/2nd Tatton Park Classic & Performance
- ✔ Sunday 9th Meeting to be confirmed
- ✔ Sunday 16th Peaks & Dales run
- ✔ Sunday 23rd Triumph Picnic & Hog Roast
- ✔ Sunday 23rd Lymm Transport Festival
- ✔ Fri/Sun 28/30th Interclub Weekend, Malvern

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 Passion for Power
- ✔ Fri/Sun 23/25th Silverstone Festival
- ✔ Sun/Mon 25/26th Capesthorpe Hall shows
- ✔ Sun/Mon 25/26th Prestatyn Classic weekend

September

- ✔ Sunday 8th Meeting to be confirmed
- ✔ Sunday 8th Standard Triumph Day, Great Brit Car Journey
- ✔ Wed/Mon 18/23rd Isle of Man Festival of Motoring
- ✔ Sunday to be confirmed, Walled Towns Run

October

- ✔ Sunday 13th Meeting to be confirmed
- ✔ Sat/Sun 26/27th Anson Engine Museum Steam Days

November

- ✔ Sunday 10th Meeting to be confirmed
- ✔ Sat/Sun 23/24th SOC National AGM weekend

December

- ✔ Sunday 8th Meeting to be confirmed

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

Tel: 01606 624054 manchester@stag.org.uk

NORTH LANCASHIRE



i All

As you would expect nothing to report regarding our events so just a few lines about the preparation for our AGM and to bring you up to speed with our new meeting place for our N&N's.

Our AGM where we elect our co-ordinator and deputy and make a start on our events program is scheduled to take place 13th Feb but if I waited until after it had taken place to do my write-up I would have been too late for the magazine.

We were planning on having a Pie and Chips meal at 19:00 followed by the AGM at 20:00 but the gremlins took control. The food order had been placed by email a week ago but received no confirmation from the pub another email was sent (the pub believe it or not did not have a telephone to contact them). A trip there on the 8th Feb to check revealed it to be closed, an apology was finally received from the pub saying they had shut down that day and would not be re opening.

5 days to go before the AGM all people informed and nowhere to go. We have regular members at our meetings with long journeys from the north a 60 mile round trip and from the south, east and west all around 50 mile round trips so we needed a somewhere in a similar location to keep things central. Sounds easy but a pub that could accommodate between 10 and 25 people turning up to have a meeting sitting together and fit in with the regular customers either needs a big pub or one that does not get too busy or one we could reserve a room for free, all this in a reasonably rural location with good motorway access. We succeeded after various suggestions we checked to see if our old venue had re opened after closing down last year, luckily it had we checked it out the staff and landlord seemed good the heating in the pub was on and the customers there seemed happy, the result was an email to all the members who I had their emails to let them know we are now back at The Feilden Arms and the AGM was still on but there will be no meal before hand so the AGM will still be at 20:00 on Tuesday 13th February

I will report on our AGM results next month and how we have done at our new location

DIARY DATES

- ✔ Our regular meetings take place on the second Tuesday of each month at 20:00 hrs. EXCEPT JULY

The location 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 staying on A59 towards Clitheroe. Pass BAE Salmesbury and at the first roundabout turn right the road bears left and just around the corner is the entrance to the car park at the Feilden Arms

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

Tel: 01772601164 d_haughton@btopenworld.com

WEST LANCASHIRE

I am now able to confirm some dates for the 2024 season. For the early season ones, before we have had much chance to meet up, I am clarifying the booking arrangements below. If in doubt, ring/text or email me. With the escalating cost of postage, I am trying to minimise the need to distribute tickets by post.

DIARY DATES

- ✔ Sunday 12th May Claremont Farm (Wirral) This is now a pre-booked event. Visit the Wirral Classic Car Club website and book your place. Let me know, and if there are enough of us, I will try to arrange an area for us to park together.
- ✔ Sun/Mon 26th/27th May Capesthorpe Hall. (We normally go on the Sunday) Book your own ticket via the Classic Shows website. Early booking attracts a significant discount. Let me know, and I will try to arrange for us to park together
- ✔ Sat/Sun 1st/2nd June Tatton Park Book via Judy Harrison (South Cheshire/North Staffs Coordinator)
- ✔ Sunday 7th July Lydiate Just turn up and make a donation to the show charity on the gate.
- ✔ Sunday 14th July Caerwys. Please let me know asap if you want to attend as I will be booking a stand. Free

to enter, but I normally take a collection on the day to contribute to the show's nominated charity (not yet determined). We usually muster 20+ cars on our stand at this event from a number of areas.

- ✔ Sunday 21st July Capesthorpe Hall. Classic Shows, booking arrangement as per the show at the same venue on the Spring Bank Holiday weekend above.
- ✔ Sunday 28th July Bodyddan Hall. Classic Shows. Not sure whether there is much appetite for this venue. Let me know what you think!
Later season events, booking arrangements to follow:-
- ✔ 11th August Claremont Farm
- ✔ 17th/18th August Tatton Park
- ✔ 25th/26th August Capesthorpe Hall
- ✔ 26th August Prestatyn
- ✔ 1st September Arley Hall

Don't forget, S.O.C. membership entitles you to attend any event, irrespective of which area organises it.

Nigel Cross

Mobile: 07766 696393 crossnigel95@gmail.com

NORTH WALES

Peter Tolhurst

Mobile: 07830 194747 northwales@stag.org.uk

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06/12/23

OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

WEST OF SCOTLAND

We start this year off on another sad note as we said goodbye to one of our members, Ian Taggart who sadly passed away at the end of January. Ian will be greatly missed by his friends and family. Despite the bad weather a couple of us managed to take the stags out to attend his funeral which was a fitting tribute to a lovely man.

Our first meeting this year was in February and despite traffic being horrendous due to a football match it was really well attended. Great to catch up again after the festive break.

This year so far has been really hectic and we already have 3 shows fully booked and paid for. These are: Bridge of Allan, Erroll and Glamis. The remaining 3 are Moffatt, Biggar and Scone from whom we expect to receive the booking forms shortly. Anyone who still wants to attend these shows please let me know ASAP as places are filling up very fast.

We are currently looking at places to visit for Drive it Day on 21st April, any suggestions would be appreciated and everyone is welcome to come along and join us on the day.

DIARY DATES

- ✔ Meetings continue to be held at the Redhurst on the 1st Tuesday of each month, come along and see us.

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

NORTHERN IRELAND

Brian Linden

Mobile: 07979954381 bflinden@aol.com

GRAMPIAN

Winter is still with us so we haven't had the Stags out for some time, due to the salt on the roads. We've missed going out on Drive Your Triumph Day. Hopefully the weather will improve shortly so that we can get out and about again. The SVVF Yearbook is out with the dates of the events in Scotland so we have made our plans for our rallies and road runs. Entry forms are arriving so it looks like a good year for us.

DIARY DATES

Meetings are at the Leys Hotel, Main Road, Blackburn, AB21 OSS. They are on the 3rd Wednesday of the month, at 8pm. All welcome.

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

EAST OF SCOTLAND

The BVAC Classic Festival of Motoring will be held again this year at Thirlestane Castle near Lauder in the Borders. This event is now into its 52nd year, and has reverted to the first weekend in June (Sunday 2nd). This year marks the 60th anniversary of the Ford Mustang, and the theme of the show will be American cars (but don't let that put you off). If anyone would like to join us on the club stand please let me know asap.

DIARY DATES

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

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

OUT & ABOUT

SOUTH CENTRAL

WILTSHIRE

Following our successful January Sunday lunch, the members agreed to our February AGM meeting being beheld at the 5 Zero's Super Car storage facility cafe. To back this up, attendance at the meeting was probably the best we've had for the past 12 month, we even had a new member turn up, welcome to Alan Thomas and his Pimento red Stag powered by a 2.5 straight six PI engine. A further three Stags in the car park.

Our AGM saw our current Wiltshire coordinators reappointed, myself as coordinator and John Garnet and Nick Nicholas as deputy's. We discussed our diary for 2024, several additions were made, including Atwell Museum Classic car show in July, the museum having just received a new exhibit, a 1984 Williams F1 Car of Mansel vintage. Our diary will be forwarded to the SOC Secretary to ensure our activities are covered by the clubs insurance, although it will be continually updated as the year moves on.

Following our AGM, most of the members, including their partners wandered amongst the supercars, Aston Martins, including a nice 1960 DB4, various Ferrari, Porsche's and Lamborghini's I think we all agreed that the matt finish on a Lambo is better suited than on a run of the mill BMW. The star of the show was track version of a McLaren P6, currently on sale for £2.5 million,(careful with the zips)

Like many areas in England and Wales, the heavy rain over the past 3 or4 days, caused significant flooding in the river Avon valley in the Laycock, Melksham and Bradford upon Avon, meaning we had to pick and choose which roads we used to access our venues, luckily the flood waters receded during Saturday, allowing us to reach our

Sunday Lunch venue, the Bell at Laycock, where we all enjoyed a fantastic lunch

I couldn't get my Stag back on the road for the February meeting, I struggled to get an engineering firm to weld up some of the erosion of the areas between the valve seats to enable them to be re-cut, enter Roy of Stagbay, who picked them up from near my home, saving me a 4hr round trip to deliver them, hopefully getting them back soon and then putting the car back on the road for March (I've said it now, so that will jinx that)

What I can say, any one who is hesitant about removing the front cross member to access the sump, it is a straight forward process, it took me just over an hour.

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

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

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

DIARY DATES

- ✔ The Wiltshire Area SOC Club night April – November is held on the First Tuesday of the month from 8pm, at the The Milk Churn Pub, Melksham Wiltshire, SN12 6AD
All SOC Stags, Owners, Partners and Children are very welcome!

WILTSHIRE AREA WEBPAGE

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

Glyn James

Tel: 01367 810569 wiltshire@stag.org.uk





COTSWOLDS

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

Our January meal saw a strong attendance, with several Stags in the car park causing passing local owner Nick to execute a u-turn in order to come in and say hello. Happily our regular active membership is as healthy in number as it was over 25 years ago, so something must be right! Many thanks to Francis for presenting another excellent quiz and to those who kindly donated prizes. The winners, from the top, were John and Teresa, the Jackson family, Mike H. and Rupert closely followed by Carole and David.

The Area Stag Portrait, annually awarded, was presented to Mike and Julie for their continued support and enthusiasm for both car and Club. Congratulations and many thanks to you both.



Worcester Area have kindly invited us to a shooting match on Saturday March 6th at the Fox Inn, Monkwood Green, WF2 6NX. Much enjoyed when we previously met, and an interesting alternative to skittles.

I was pleased to hear that the Churchill Classic Car Show will be held again this year, on Sunday 9th June, but disappointed that the display entry fee will be £25 per car. Contact info@churchillclassiccarshow.co.uk for entry if you are feeling flush, or alternatively the Pied Piper Highnam Court car show is on the same day. That said, Highnam Court Families Day, which we have recently supported, follows shortly after on July 6th, and clashes with Stow on the Wold Show!

There may still be late availability for our Wales Weekend (June 14th - 16th), so do get in touch if you want to join us.



THAMES VALLEY

Should you wish to attend the Shelsley Walsh Classic on July 21st, do note that the SOC is now registered with Shelsley and thus qualifies you for discounted tickets until the end of April. When booking click 'Car Club' and then select SOC from the options. Shelsley need specific numbers as a magic 10 + bookings allows dedicated group parking. Please also advise South Birmingham coordinator James Scott, scottygsxr@gmail.com of your booking as he will organise the parking/display area.

In addition to the scheduled shows and events we have an opportunity to visit Walls ice cream factory, courtesy of John F. and a day out on the Stroudwater Navigation, thanks to Reg who is involved with restoration of the canal which links the river Severn with Stroud.

For an alternative jaunt, the Cotswold Barn at Longborough, near Moreton in the Marsh, hosts informal free entry gatherings of mixed classics on the first Wednesday evening (1700 - 2100) and second Sunday (from 0930) of each month. Held subject to weather, but a possible destination for one of those sunny days when you have a sudden urge to go for a drive. There's an award winning cafe too.

Finally, to the Stag. I probably shouldn't have been surprised but was gratified by the noticeable improvements following a tracking correction and a new air filter (Edelbrock over a Holley should you wonder). Also, I'm intrigued that an engine oil filter from an established supplier came with two sealing rings of different section, but have no idea of the significance so can only assume GFE 147 has other applications. Ideas anyone?

Drive Your Triumph Day presented a good excuse for a drive but where was everyone? Tim joined the Gaydon gathering while Charlie and Rupert met for photo opportunities, but failed to encounter another Triumph between Gloucester and Witney.

The mention of events both above and below is primarily for information as group attendance has yet to be confirmed. Do get in touch to verify or to recommend anything of possible interest.

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

DIARY DATES

- ✔ Saturday 16th March Shooting, Fox Inn, Monkwood Green WF2 6NX
- ✔ Monday 1st April Coleford Carnival of Transport
- ✔ Sunday 21st April Drive It Day, to be arranged
- ✔ 11th / 12th May Classics at Prescott.
- ✔ Sunday 9th June Pied Piper Appeal Classics at Highnam Court
- ✔ 14th / 16th June Weekend in Wales
- ✔ Saturday 6th July Highnam Court Families Day
- ✔ Sunday 14th July SOC National Day, Brands Hatch

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

Mobile: 07745 495264 rupertk@hotmail.co.uk

Our last event of 2023 was Christmas Lunch at the Bearwood Lakes Golf Club on Saturday 9th December which rounded off a reasonably busy year for the Thames Valley Area.

Prior to the area A.G.M. in February I indicated that I would be standing down as the Thames Valley Area Coordinator. I am pleased to announce that David Yapp has come forward and been voted in as our new Area Coordinator.



Handing over to David, our new Coordinator.

I thank those who came along to the A.G.M. or sent their apologies.

David has only had his Stag for a couple of years but during that time he has been a regular attendee at our monthly N&Ns and taken part in the majority of our events. For those of you on our Area WhatsApp Group you will also see that he has recently undertaken a re-spray of his car, so clearly has hands on expertise for working with a Stag. David will be introducing himself in next month's magazine and providing an update on his Stag.

I took on the role of Coordinator back in 2015 though I had been involved in organising several events before that. It has been an interesting time being a coordinator and I have enjoyed the events and trips we have done, particularly the trips to France and Belgium. Also, the stories and anecdotes that have come from the various trips.

I would like to thank members who have supported the events we organised as well as other members who organised individual events. Without active members the Club would have no purpose.

I would also like to thank Wendy who has often helped me organise various events and made sure that I remembered to send out messages and submit my magazine reports on time.

In some ways the Club has been more than just a



Thames Valley activity with Sue and Alan.



hobby for me. It provides a reason to get out and about and, when behaving properly, the Stag is a fun car to own and drive. But, as with all of these things it is the people you meet and interact with that make the difference. So once again thank you for your support and friendship. It is now time for Wendy and I to start another phase of our retirement.

It is now time for me to pass the baton to David. I hope you will all support David and help him shape our activities and events to give the Thames Valley Area another enjoyable year. I have agreed to be David's deputy and will help in any way he wishes.

On a sad note, we recently lost Sue Jones who, along with her husband Alan, were active members of our group for many years. Sue and Alan moved away from the area a few years back to live near their daughter so were not able to continue to attend our events. In the picture, which was taken on one of our many days out, Sue is in the light blue jacket, right of centre. Our thoughts are with Alan and his family at this time.

Our monthly N&N continue to be held at the Shire Horse Pub at Littlewick Green, SL6 3QA, near Maidenhead. Those who fancy a bite to eat meet around 7:00 p.m. and those who just like a drink and a chat come at any time. We all mix and chat irrespective of eating or not.

DIARY DATES

- ✔ Tuesday 12th March – Monthly N&N. Shire Horse, Littlewick Green.
- ✔ Tuesday 16th April – Monthly N&N, Shire Horse, Littlewick Green.

Ian Barlow

Mobile: 07909 607834 TVStags@btinternet.com

OXFORD

Well, this is my first report as the new coordinator for the Oxford area. So, before I go any further, and on behalf of all of us in the Oxford group, really must express our sincere thanks and gratitude to our outgoing coordinator Peter Howells.

It was Peter who started the Oxford area back in 2018 and it is he who has been the driving force since then. He decided to step down and take a well deserved rest.....

at least from his duties as our coordinator! Peter is a complete gentleman with an encyclopaedic knowledge of the Triumph Stag, who shall be missed.

My first meeting as co-ordinator was on Thursday 25th January at The Chequers, Weston-on-the-Green. I was very grateful for such a great turn out, especially in January! Well over 20 attended, as can be seen in the photo.

The agenda revolved mainly around which direction members would like to see our area go, venues for meetings, possible events to attend and the topics which I imagine may well be discussed at other area meetings.

We intend to start our "members cars" series in the near future, which will include our members stories, history, modifications, tips, photos and any other interesting aspects of their pride and joy. These will appear either within our area news section of the magazine or within the main magazine, depending on where the editor feels they are best placed.

In April there will be five Stags from our group heading off on a trip to Holland and I shall make sure to get plenty of group shots en route and shall do a feature on the trip after our return.

In June there will be a few of us doing the London to Brighton Classic Car Run – more to follow on that too.

DIARY DATES

- ✔ Next Meeting; Thursday 29th February 19:00, The Chequers, Weston-on-the-Green
- ✔ Driving trip to Holland; 18-25 April
- ✔ London to Brighton; 2nd June
- ✔ Inter-Club weekend; 28-30 June

Gary Witchalls

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

SOLENT & NEW FOREST

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
Tel: 01689 854700

EAST SUSSEX

Members got together for the first time in 2024 with an informal January lunch at our regular haunt, The Green Man at Ringmer. The February breakfast meeting served also as the club's AGM and all the officers were duly re-elected for the forthcoming year. About 40 members attended – a very good turn out reflecting the keen interest amongst the group for the range of activities now being discussed for the coming months.

A new initiative launched for this year, is the introduction of an Events Committee to support the work of club co-ordinator, Bryan Gregory and Deputy, Co-ordinators Peter Coleman and Richard Rawlings. The new committee, known affectionately as 'The three musketeers', (Geoff Allchorn, Gary Mountford and Terry Gent) are hoping to maintain and expand the club's presence at a wide range of events and shows this year.

The first major event will be the popular 'Drive It day', and bookings and more information will be available at the next breakfast meeting.

In other news, Derek Budden was delighted to announce that the sailing club said, 'Yes!' to the proposed excursion to Gosport on 27th July. This trip was a very successful inaugural day out in 2023 and already expressions of interest suggest it will be as popular again this summer.

As ever, there was a lively discussion about other forthcoming events and the highlights look likely to be, Magnificent Motors in Eastbourne, the National event at



Brands Hatch in July and Motors by the Moat in August, which will be a new outing for our club alongside all the regular programmed shows and trips.

There is a lot to look forward to, so, if you are interested in more information please contact the club co-ordinator or come along to one of the regular breakfast meetings where a warm and friendly welcome will be waiting for you.

DIARY DATES

- ✔ Breakfast meeting: Green Man, Ringmer 9:30am, 9th March
- ✔ Breakfast meeting: Green Man, Ringmer 9:30am, 13th April
- ✔ Drive It Day! 28th April
- ✔ Eastbourne Magnificent Motors 5th May





SURREY

Hi all, hope you are all keeping well and sticking to you New Year's resolutions. Not to much to report from last month, we did have a very impromptu meet at Denbies Wine Estate on the 7th January for a coffee with around 14 cars turning up, it was a little chilly but didn't seem to stop the members. Then on the 22nd we had our AGM, a great turnout with around 30 members. Myself and Matt were kept in our positions as co-ordinator and deputy as last year. We are happy to carry on. We handed around a paper to everyone for suggestions for the year ahead and for 2025, it seemed to work as we now have lots of different ideas which we can put into place in the future so thanks to you all.

The picture above shows Matt and Sam and Carl and Jan (the stags anyway) at the Studley Castle Warner Hotel. They have been conducting thorough research for our trip there in September. Check out the area website and also look out for emails with full details in the next few weeks.

DIARY DATES

- ✔ 19th February Meeting at the Fairmile from 8pm
- ✔ 18th March Meeting at the Fairmile from 8pm
- ✔ 24th March Breakfast at The Wire Mill, Lingfield at 10.30 I will need to pre order you can view the menu on the Wire Mill web site
- ✔ 21st April Drive it day, we will be joining the Whitton Parade Fun Day, I will need your reg numbers if you plan on joining us
- ✔ 12th May Joining the Straight Six Club at the Leatherhead car show



- ✔ 9th June Picnic at Chichester Marina (tbc)
- ✔ 23rd June BBQ at Keith and Caroline's house we will need to know who is coming nearer the time
- ✔ 14th July Brands Hatch
- ✔ 11th August Cranleigh Car Show
- ✔ 18th August Capel Car Show
- ✔ 6th-9th September Warners weekend in Warwickshire

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

WEST SUSSEX

We had a breakfast meeting in January at Tottington Manor, which as usual was well attended. These seem very popular at the moment and it is planned to make these our monthly meetings in the future during the winter months. We had planned to have our area AGM on the February club night, but we postponed it and plan to incorporate it with the next breakfast meeting on February 18.

The reason that the AGM was postponed was because we had a presentation by PeterFox, our resident professional photographer on F1. Peter has covered F1 meetings throughout the world for many years. The photos were superb and he also told us of some of the methods he used to take the pictures. He has said that he was willing to do another presentation later, but is off to Bahrain shortly for the first race of the season.

We hope to have a provisional events list for this year by our club night on March 5

Bob

DIARY DATES

- ✔ March 5 Club night at Tottington Manor Edburton from 8.00pm
- ✔ April 2 Club night at Tottington Manor Edburton from 8.00pm
- ✔ April 21 Drive it day
- ✔ May 5 Magnificent Motors at Eastbourne
- ✔ May 7 Club night at Tottington Manor Edburton from 8.00pm
- ✔ May 26/27 Cuckoo Fayre, Laughton.

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

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SOUTH EAST LONDON

It's 5pm on the editorial deadline day and I haven't written a thing yet!

To be quite frank, the weather so far this year has been totally pants! I've only taken my stag out occasionally to get everything circulating, but that's about it. I have that niggling thought in the back of my head that I will at some point this year have to tackle my cylinder head gaskets as something is pressurising my cooling system and it can only really be the head gaskets I suppose! Its still good for around 100 miles or so, so not too bad. I think I'll tackle it after drive it day, when the days are a bit longer, hopefully the weather is a bit better and the garage isn't so flipping cold!

I should have saved last months stag AI poem for a lean month! Not a huge amount to report really although admittedly I've not been paying enough attention! Plans for Drive it day are well advanced, and Mike has made table bookings for the meal on the 21st April for those who have provided the requisite funds for the deposit. I think we have 19 booked in so it should be a good day out.

We are gearing up for the year, so a lot is going on in the background by Chris and Mike, but not much has happened on the ground yet – well it is February! Having said that I do believe that a few breakfast meets have happened – namely The Moat and The Bletchingley Arms and The Titsey Brewery?

Other events we are looking to attend this year include shows at Detling (Kent County showground), Penshurst, Senlac, Cuckoo, Patina and Northiam, not forgetting our trip away to the Isle of Wight in September. I'll try and get some dates for some of these before next months write up, but in the interim, check out our Facebook page, or the WhatsApp group for the latest updates.

I don't class myself as old enough to have senior moments just yet, but I put last months magazine upstairs so I could refer to it and not repeat myself, then took my laptop downstairs so I could write this in front of the TV. I'll blame that one on Rita Ora appearing on the masked singer!

Ever the procrastinator I've now finished this 4 hours later!

Dave H.

DIARY DATES

- ✔ Club night – 1st Thursday of the month (7th March & 4th April) at the Bo-Peep Hewitts Rd, Orpington BR6 7QL
- ✔ 21st April – Drive it Day

Chris Skinner

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KENT

KENT AREA WEBPAGE

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

Howard Gilbert

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OUT & ABOUT

S O U T H W E S T E N G L A N D A N D W A L E S

Regional Co-ordinator:

Paul Rowland 23pkrowland@gmail.com

Mob: 07790 709414

DEVON

The AGM went well at the Waie Inn at Zeal Monochorum where they always look after us very well and put on an excellent lunch. 21 members attended, a really good turnout. Thank you. A special thanks goes to Jean Kennedy for taking the minutes. Congratulations to Peter Turgoose who won the Member of the Year Award.



Peter Turgoose receiving his Member of the Year Award

Nothing has changed as far as the officers of Devon are concerned. I'm still Coordinator and Sue Franklin is Deputy again. David Taylor and Andy Moss are technical advisors for anything Stag related, and Peter Turgoose is helping Sue and I with anything computer based. Thanks to all these people.

I had asked if people could help with the programme, organising runs, Noggin and Natters etc and was delighted with the response. Hopefully by the time you read this the new programme will have landed in your inbox via Mailchimp. If you cannot access this for any reason please contact me and I will send you one via snail mail. One

significant change is that our Christmas meal will now be on Saturday 14th December at lunchtime instead of the evening.

I do hope you are able to join us for lots of events during the year. If you have never come before please do. We are a friendly lot!

Let's hope for some sunny dry days for our Stags.
Claire

DEVON AREA WEBPAGE

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

Claire Purser

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SOUTH WEST WALES

AGM 21st January 2024
The South West Wales group meet on the third Wednesday the month. From May we normally have an evening run with a normal meeting place at junction 47 M4. Should anyone like to join us you would be very welcome but please contact me to check the meeting place and time in case it has changed. This year we have decided that through the winter we will not have a single venue but will try different places. If anyone would like to join us over the winter, please contact me first so that I can inform them of the venue.

Our AGM was held on 21st January 2024 at the Beefeater Pemberton Llanelli where the coordinator and deputy coordinator were re-elected. Clive Perman will continue as coordinator and Anthony Foster as deputy coordinator. Last year we arranged our own Drive it Day and while the weather was poor it was well attended. After discussion it was decided to organise a Drive it Day run independently and a suggested destination of Brecon was agreed. A route will be put together with comfort stops on the way. Last year we attended more shows than we have in recent years and this hopefully will continue so a number of show were selected for us to attend. At the moment they are Singleton Park Classic Car Show, Pembrokeshire Classic Car Show, Llandilo Classic Car Show, Brecon Classic Car Show, Gnoll Country Park Show and Pembrey. Other dhow were discussed and a decision on those will be made later in the year. Apart from our

once a month mid week runs we will look to organise a couple of Saturday/Sunday runs during the summer these destinations will be decided upon later. Nick Cale (West Wales Coordinator) attended our AGM and hopefully the SWW Area and the newly re-established West Wales Area can organise joint runs and events during the summer.

DIARY DATES

- ☛ N&N Wednesday 21st February 2024
- ☛ N&N Wednesday 20th March 2024
- ☛ Pendine Saturday 6th April 2024
- ☛ N&N Wednesday 17th April 2024
- ☛ Drive it Day Sunday 21st April 2023/4
- ☛ Singleton Monday 6th May 2024

Clive Perman

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Geoff's Stag



Mike's Stag



Garry's Stag

SOMERSET / DORSET

We held our post Christmas dinner at the end of January and had decided to use this gathering as our January N&N and local area AGM. As required, Ken and I both resigned our positions to provide other members the opportunity to take the helm, but as there were no volunteers, Ken and I were elected to continue as Deputy and Co-ordinator for another year.

A warm welcome to Rob and Angela who joined us at the dinner, they have been members for several years but are now hoping to find time to join us at some of our events.

I also mentioned some ideas for events during the year and I have added a few in the diary notes below. Although we might not be attending some of these as a club, there are usually some Stag members there, so perhaps someone could volunteer to arrange a club stand. I need to assess the level of interest in some of these events, particularly ones we have to book in advance, so if interested in any, please let me know or contact me for further information.

The weather improved sufficiently on Saturday 10th February for me to get the Stag out for a run down



Pete's Stag

to the coast and take some photos for Drive Your Triumph Day. Once we had left the Yeovil rain, the sun continued to pop out occasionally and although hazy on the coast we had top down driving all day. No other Triumphs were seen, but Pete, Norman, Geoff and Mike have told me they were also out and have taken photos and sent them to me to prove it, good to see some Stags were out and about. Pete actually took his photo from six feet further forward than I did and about 20 minutes later, looks like he had the better weather as well (and a cleaner car).

We are continuing our Sunday lunch N&N theme for March and will be visiting The New Inn at Stoke Abbott, near Beaminster on Sunday 17th March, there might still be space to join us so please contact me if interested.

We will be moving back into summer mode for our N&Ns in April and return to our meetings at The Lime Kiln from Wednesday evening on April 10th from about

8:00pm, unless you are planning to eat then we can meet earlier.

Drive It Day is Sunday 21st April and we are planning to meet for coffee and go for a drive. During the drive we are hoping to visit Navy Wings at Yeovilton and finish off with a Sunday Lunch in a local pub. The number of vehicles allowed to visit Navy Wings is limited so if you would like to join us, please let me know as soon as possible. If you do not want to visit Navy Wings, you are welcome to join us for lunch.

An event we have not attended for a couple of years is Classics at the Castle at Sherborne which is on Sunday 21st July. If we can get enough interest we will try and have a club stand, so let me know if interested as soon as possible as we missed the entry date last year.

Instead of Sherborne last year, we attended the West Somerset Railway Rally at Norton Fitzwarren and enjoyed the day so we are planning to visit this year. This is a very good show, free entry for exhibitors, with all sorts of older vehicles to wander round and see in the arena parades and some actually working in the field. We will have a club stand again so let me know if you can join us.

DIARY DATES

- ✔ During the winter months (Nov to Mar) our Monthly evening N&Ns will move to a Sunday Lunch, dates and time are shown below. From April, we will return to our summer evening meetings on the second Wednesday of the month from approx 8:00pm at The Lime Kiln Inn, Long Sutton, on the A372. Please check with Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.
- ✔ Sun Mar 17th - Sunday lunch and N&N at The New Inn, Stoke Abbott, near Beaminster.
- ✔ Wed Apr 10th - N&N at the Lime Kiln Inn.
- ✔ Sun Apr 21st – Drive it Day, visit to Navy Wings and pub lunch.
- ✔ Sun June 9th – Ilminster Experience Car Show.
- ✔ Sat/Sun June 29/30th – Inter-club International weekend at Malvern Showground.
- ✔ 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.
- ✔ Sat Sept 7th – Othery Classic Vehicles Road Run.

Garry Martin

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SOUTH WALES

We have an exciting programme ahead of us for 2024. You should all have seen the provisional programme by now and I am waiting for one or two more dates to be confirmed before I send out the final version.

No photographs or anything to report this month as I cancelled the monthly noggin & natter meeting as the weather was dreadful with standing water building up in places making it potentially dangerous. Let's hope we have better luck for our March meeting and beyond.

Our first outdoor event of the year is approaching on 1st April. It is the Coleford Carnival of Transport. The streets of this Forest of Dean town/village are closed to traffic except for classic cars and motorbikes. We tend to visit this show without entering the Stags, mainly because it is an early start to the full day and you are not allowed to leave before the end. We usually take a daily driver and meet up there. Look forward to seeing you all there.

"Drive it Day" is on the 21st April and we decided at the AGM to make it a charity run. This means we will be charging £5 per car and donating the money to Horatio's Garden Wales, Llandough Spinal Unit, Cardiff. The charity is one that Jill and I support but someone else decided to suggest this charity as worthwhile and needless to say we agree. Spinal injured patients can spend up to 12 months or more in hospital in some cases rarely leaving the ward. Horatio's Garden is a national charity aiming to provide a top class garden for patients to come out in their wheelchairs or even their beds to enjoy. The aim is to build a Horatio's Garden in every Spinal Unit in the UK. Llandough hospital is garden number 6. There are 11 spinal units in total so still a way to go.

We welcome all members from the South Wales Area and beyond to our meetings and driving events. We meet in the winter for talks, quizzes and chats at the Crows Nest Pub, Cwmbran NP44 8HU. In the summer time we attend selected car shows, evening and day drives out in the beautiful Welsh and English Countryside. I keep in touch with members by email and we all keep in touch with each other by using our Area WhatsApp group. Anyone not receiving e mails from me or want to join in with the WhatsApp Group please get in touch.

DIARY DATES

- ✔ Tues 5th March Quirky Quiz Bob H.
- ✔ Mon 1st April Coleford Carnival of Transport Meet there
- ✔ Tues 2nd April First Evening Drive Bob D.
- ✔ Sun 21st April Drive it Day Colin
- ✔ Sat 27th April SOCFL AGM, Gaydon Motor Museum Colin
- ✔ Sun 5th May Border Counties Steam & Country Show Terry D
- ✔ Tues 7th May Second Evening Drive Andrew P
- ✔ Sat 18th May Panteg House Classic Show Terry D

SOUTH WALES AREA WEBPAGE

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

Colin Evans

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CORNWALL

Trethorne Leasure Park Sunday 4th February
Three Stags and three modern cars made it to
Trethorne on a very grey Sunday.

Altogether we had 13 meeting up, not a bad turnout for a damp February morning. Unusually we left our meeting point almost on time, and actually arrived at the venue, perhaps the first time in a long while, at the planned time! Thanks to Vince and Laura assisting me to herd up as we supped coffee at Cornwall Services.

A convivial lunch was enjoyed by all with highly competitive (not) bowling afterwards. Nick Straw, not even a Stag owner yet, was the winner with Paul only just failing to beat him on his last throw.

Sunday, April 7th, Trip to St Ives.

The plan is to meet at the Badger Inn at Lelant for their Sunday Carvery at 12 noon. So that I can book a table could you let me know if you are going by Tuesday 3rd April please. After lunch drive the Stags to St Erth Station and take the train into St Ives for a walk about and retail therapy.

DIARY DATES

Our 2024/2025 meetings

- ✔ May 5th - Viv's charity pasty Run to Carlen Village Hall
- ✔ June - 2nd - Cotehele National Trust Tudor House, St Dominick. PL12 6TA. Picnic Lunch
- ✔ July 7th - St Anthony's Head and picnic lunch. Meet at Tregairewoon Farm Kitchen, Porthscatho, for Breakfast.
- ✔ July 21st - Wadebridge Wheels

- ✔ August 10th - Carnhell Green Charity Vintage Rally, Ashton, Helston. TR13 9TQ
- ✔ September 1st - Finch Foundry National Trust. The last working water powered forge in England
- ✔ August 10th - Carnhell Green Charity Vintage Rally. Ashton, Helston. TR13 9TQ
- ✔ September 1st - Finch Foundry National Trust EX20 2NW. The last working water powered forge in England
- ✔ October 6th - Charlestown Harbour. Unesco World Heritage site.
- ✔ November 3rd Hawkin's vintage motorcycle museum. St Stephen. PL26 7LB
- ✔ December 14th - Christmas dinner. Penmorvah Manor Hotel TR11 5ED.
- ✔ January 5th 2025 - AGM Probus Village Hall.
- ✔ February 2nd 2025 - Country Skittles, Townshend. TR27 6ER

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

WEST WALES

The January AGM for the West Wales Area was held too late in the month to include a report for the February magazine, but I'm now pleased to report that we held a successful breakfast meeting on 27th January, and having now completed the 'probationary period' required by the SOC for new Area Coordinators who have been club members for less than two years, I was delighted and honoured to be re-elected as the West Wales Area Coordinator. I am very grateful to our Regional Coordinator, Paul Rowland, for his support over the past few months since the West Wales area was reformed, and also pleased that he agreed to being re-elected as our Deputy Coordinator for the coming year.

At our AGM, we also drew up an outline calendar for a number of exciting, Stag-related events and activities for 2024. The first of these will be our N&N meeting in February, which by the time you are reading this report will have taken place, at The Lost Coins pub in Haverfordwest on Tuesday 13th February.

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. The next N&N will be held on Tuesday 12th March, at a venue to be arranged. Please get in touch, if you would like to make a suggestion for a suitable venue.

Some of us have not taken our Stags off the road over the winter months, but no doubt all of us are looking forward to better weather, and longer days, when we can enjoy driving our cars more frequently, and without the hazard of salty roads! We have a number of events and drives arranged for later in the spring.

On Saturday 6th April, some of us have been invited to attend a display of classic cars at the Museum of Land Speed at Pendine.

Hot on the heels of that event, we will be looking forward to the National Drive It Day on Sunday 21st April, when the West Wales area will be joining forces with the South West Wales area for a joint drive up to Brecon. The details of the route have yet to be finalised, but please put the date in your diaries, and further details will be provided as and when they become available.

We are also planning and looking forward to various other shows and events throughout the year, and we are also thinking of arranging occasional drives on a Saturday or Sunday, which will hopefully be a little more convenient for those who can't always join our regular evening drives, and on routes that are a little different to our usual destinations. It would be lovely if we can involve some more of our members from the northern parts of our area, such as Ceredigion and Powys. Please do get in touch if you would like to know more about these weekend drives,

and also if you would be willing to help in arranging any of our area drives and events.

May I end this report by reminding you that we now 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. 12 March Natter & Noggin venue tba
- ✔ Sat. 6 April Display at Museum of Speed Pendine
- ✔ Tues. 9 April Natter & Noggin venue tba
- ✔ Sun. 21 April Drive It Day – Joint drive to Brecon with the SWW Area
- ✔ Mon. 6 May Swansea Classic Car Show Singleton Park
- ✔ Tues. 14 May Evening Drive and N&N destination tba
- ✔ Sat. 1 June Pembrokeshire Classic Car Club Show Carew Airfield
- ✔ Tues. 11 June Evening Drive and N&N destination tba
- ✔ Mon/Tues 8&9 July Llandeilo Classic Car Show
- ✔ Tues. 9 July Evening Drive and N&N tbc 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 Pembrokeshire
- ✔ 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

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BRISTOL

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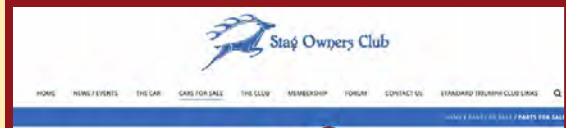


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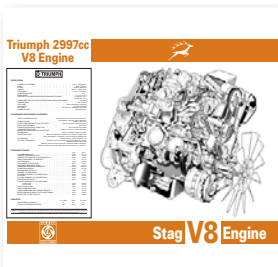
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