



STAG OWNERS CLUB

ISSUE 493 MAY 2024



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**NSU RO80 AND THE STAG / JOINING US ON FACEBOOK
CUSTOM EXHAUST / EXTRA LEGROOM
KNOW YOUR STAG / LE RALLYE DE FOUGERES 2023**

STAG OWNERS CLUB

HONORARY POSITIONS

President:

Past Presidents: Lesley Phillips, Ken Hudson

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

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

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SITUATION VACANT

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GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

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

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

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

Back Issues

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

Technical Queries

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

Area Co-ordinators

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

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

Some very different cover pictures this month. Usually we have big close-up pictures of Stags in pristine condition.

The one on the front cover I'm sure is in pristine condition, although this is more set in the landscape than a close-up.

For those of you who watched Father Ted, then you will know that the Stag on the front cover it's not a model, but it's far away.

A slightly different view of my Stag taken from the top of Blackingstone Rock, Dartmoor.

Dave Taylor

The Stag on the back cover was spotted at the NEC restoration show by Andrew Bradbury, a fair bit of work required to get that Stag back on the road. (more pictures inside)

National day is coming up soon and so far it's looking like it's going to be very well supported, most of the hotel rooms have been booked but if you're looking for accommodation there are plenty of alternatives in the area. There are a few left at the Holiday Inn if you are quick, see next page.

News about the lack of an area co-ordinator for Northampton. The National Committee have agreed to combine Northampton with Bedfordshire area for a temporary time until Northampton has a co-ordinator again. Members are welcome to join at their Natter and Noggins held in the north of Bedfordshire area at The Red Lion Elstow MK42 9XP on the third Thursday of the month starting about 7:30.

For more information contact Roger Kennedy the Eastern Region and Bedfordshire co-ordinator.

Carl Fuss

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Front Cover:

Pic by Dave Taylor

Back Cover:

Pic by Andrew Bradbury



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WELCOME

NEW MEMBERS

| | | | | | |
|----------------|------------------|------------------|-----------------|------------------|----------------|
| Mr. R.Bewley | Wigan | Mr. D.Ball | Berkshire | Mr. R.O'sullivan | Surrey |
| Mr. M.Coulman | Lincolnshire | Mr. T.Starkie | West Yorkshire | Ms. J.Bonnett | Cambridgeshire |
| Mr. D.Hoare | Northamptonshire | Mr. G.Scrase | Surrey | Ms. J.Thompson | West Sussex |
| Mr. B.King | Dorset | Mr. D.Jackson | North Yorkshire | Mr. O.Brent | Lincolnshire |
| Mr. M.Mulcrone | Cambridgeshire | Mr. J.Simpson | Australia | Mr. K.Tailor | Middlesex |
| Mr. R.Edmonds | Berkshire | Mr. T.O'sullivan | Ireland | Mr. F.Diebold | Germany |
| Mr. C.Achurch | Gloucestershire | Mr. S.Day | Essex | Mr. D.Diehr | USA |
| Mr. R.Cole | Surrey | Mr. P.Mccarthy | Ireland | | |
| Mr. P.Wilde | Hampshire | Mr. K.Casada | East Yorkshire | | |

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

They still have 9 executive rooms available, these are priced at £105.00 for B&B these can be booked directly with the same code Z06

Call 01732 781582 to book directly with the hotel.

As an alternative a local Premier Inn is only a few minutes away on London Road Wrotham Heath TN157RX

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

SOC NATIONAL DAY 2024 RALLY PLAQUE

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



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



WANTED ... WANTED

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

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

The role of the Regional Co-ordinator is to:

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

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

FEATURING A TRADE, CLUB AND MOTORSPORT ZONE
WITH PRECISION DRIVING DISPLAYS!

- CELEBRITY GUESTS
- SPECIALIST TRADE & AUTOJUMBLE
- CRAFTS AND FASHION
- FAMILY ENTERTAINMENT
- CAMPING ON-SITE (OPTIONAL)
- BAR AND LIVE MUSIC
- MOSS EUROPE LIVE ACTION ARENA
- CONCOURS D'ELEGANCE
- SHOW & SHINE
- AUTOTEST & DRIVING DISPLAYS
- LOCAL ROAD TOURS
- MORGAN FACTORY TOUR
- COACH TRIPS TO WORCESTER
- EVENING ENTERTAINMENT

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



MONEY OFF ALL PRE-BOOKED ENTRY TICKETS WITH OUR CLUB CODE:

TRSOC24



Book online now:
WWW.INTERCLUBWEEKEND.COM

- A NOT-FOR-PROFIT EVENT -

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

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

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

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

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

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

A QUICK GUIDE TO THE WEBSITE PART 4

THE FOR SALE AND WANTED

In this section are all the cars and parts that are for sale as well as people looking for them too. These are replaced on the first of every month unless requested.

Also in this section you will find our advertisers and sponsors.

This is all in the public side of the website so you do not need to log in. However you will need to login in and look in the members area to find those traders offering discounts to club members.



BUY A STAG
View the current selection of cars for sale

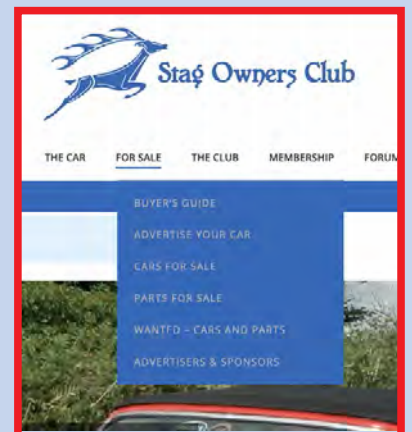
NEW VEHICLES

WANTED
07787 528131

WANTED
07787 528131

Buyers Guide – What to Look For

Advertise Your Car With The SOC

Stag Owners Club

THE CAR FOR SALE THE CLUB MEMBERSHIP FORUM

BUYER'S GUIDE
ADVERTISE YOUR CAR
CARS FOR SALE
PARTS FOR SALE
WANTED – CARS AND PARTS
ADVERTISERS & SPONSORS

HOW I JOINED THE ROTARY CLUB



Car and test pilot. It's a very capable car and very pleasant (and different) to drive. Turbine smooth, loves to rev!

Last September I steered the Stag from North Lincolnshire down to Suffolk to introduce it to another distinctive car of the 70's era. The NSU Ro80. Let me explain, gentle reader...

Classic Cars magazine runs a "bucket list" feature every month. Readers can submit a list of the more interesting cars they have owned and ten they would like to drive before it's too late. I submitted my lists in December 2022. "Thanks, we'll let you know" was the reply. I expected nothing more, but they got back in touch.

I'm not sure how much Mr Editor Fuss will change my attempt at wordsmithing. His red pen will probably have had a hard time before you see the finished article. So I won't try to replicate what was printed in the March issue of Classic Cars which came out on 17th January. No, I don't get the January/March mismatch either. Must be a decimisation thing...

I'm an Engineer and confirmed petrol head. I've been tinkering with oily and clanky stuff since single digit age. This morphed into responsibility for building things like oil rigs and refineries. The unbroken thread throughout is a passion for good design and engineering, even in (semi) retirement. If you want to know more see www.Retro3a.com. OK, that's the "plug" sorted.

I won't bore you with my Car CV (it's about forty cars, to date) or my full "bucket list" selection. Regarding the latter, the magazine often features archetypal "poster" cars like Lamborghinis or Ferraris. Logical enough, because many people like such cars and it sells magazines. I admire them, but don't particularly desire them.

What had to be on my "bucket list" was the NSU Ro80. For me, it's an Engineering Thing. It was released in 1967 and was way ahead of its time in many ways. Irrespective of the Wankel rotary engine (no reciprocating pistons and valves to see here, Sir), it was a superb design. Aerodynamic wedge shape (Cd 0.35, straight off the drawing board), independent suspension, front wheel drive, discs all round (inboard at the front), clever semi-auto three speed box with a torque converter and a plate clutch actuated by a micro switch in the gear knob. In isolation, none of these features were unique. But as a single package it was truly radical – and with Teutonic build quality to boot.

It set design trends that are still in evidence today. Here's a chronological perspective. When I first saw one, my Dad owned a 1965 PB Vauxhall Cresta. The Ro80 was like something from another planet. Also, I noticed another intriguing type of German car, with a fairly small grille that looked like two kidneys. The badge said BMW. It was scarce, elegant, and understated. How things have changed!

The most distinctive selling point of the Ro80 was its engine. OK, so perhaps it needed to be revved to unleash the power and it was short on low down torque. But it loved spinning effortlessly up to rpm figures that were way above the norm. Turbine-smooth and - because of how it works – with far more power pulses than any reciprocating four stroke engine. What's not to like?

NSU used to be the largest motorcycle manufactures in the world, but they weren't massive players in the car market. Before the Ro80, NSU's staple product was a

relatively unadventurous (rear-engine, air cooled) car called the Prinz with a body design cribbed from the Chevrolet Corvair. Rumours that the design was also the inspiration for that icon that is the margarine tub are unfounded. Also, NSU made about two and a half thousand Spyders - their litmus-test foray into Wankel engine production.

Nearly all the big-league car manufacturers were knocking on NSU's door for a licence to develop this exciting new Holy Grail of an engine. NSU were making a fortune out of selling licences – and they needed to, because they had bet the farm on the Ro80. All the eggs were in one basket. They had to secure their lead in this new market segment before others caught up. This need to get the car to market so quickly squeezed the development window. Time was tight.

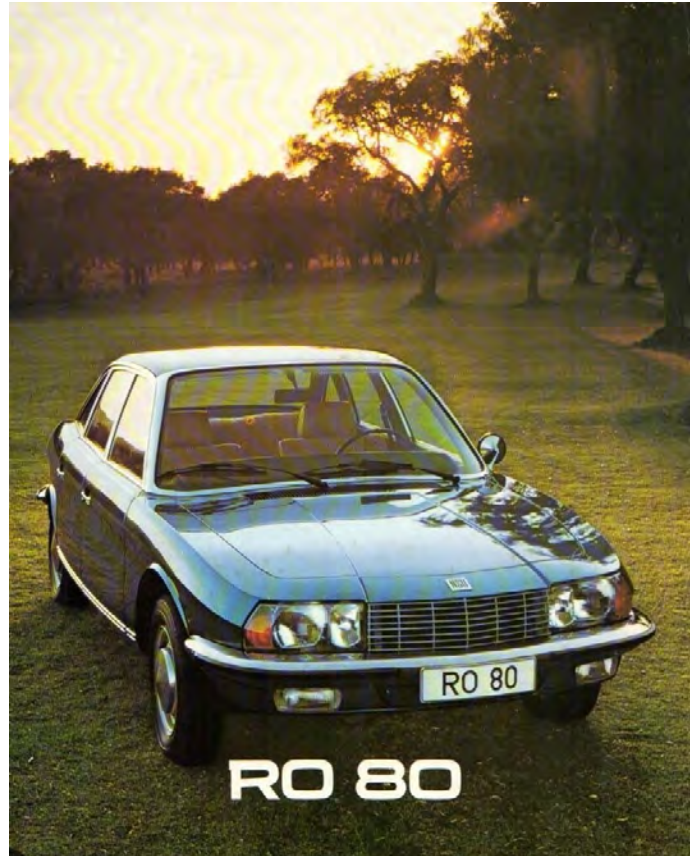
The motoring press were raving about this wonderful new car. It was fast, spacious, and comfortable. It was praised for its smooth ride, fine handling and powerful brakes. Then there was that incredible engine mated to a trick transmission. No matter that it had a thirst for oil (“don't be alarmed”, said the owner handbook!). So what if it had a liking for petrol? Fuel was relatively cheap and emission rules were in their infancy. No problem.

Then things quickly started to go sour. One potential Achilles Heel with a rotary engine is the rotor tip seals. These are subjected to multiple forces that constantly change, and the tip is always meant to be in contact with the rotor housing. The seal has to be kept well lubricated and if the revs are too high, it can induce vibrations that create “chatter” and damage the seals and (epitrochoidal) housing. Inadequate sealing (due to various reasons) could lead to loss of compression and even more unemployed fuel and oil going straight down the exhaust – and fouled spark plugs. Something had to be done - and fast.

NSU threw everything they could at the problem. In fact, they went a long way to sorting out the seal problems quite quickly, by using a different design and materials and lowering the rev limit. However, the biggest damage was reputational. The car was getting a bad name and a poor reputation is far easier to gain than lose. Does this sound familiar, fellow Stag owners?

So to foster buyer confidence NSU offered a level of warranty that was previously unheard of. It was a two year no-quibble-replacement-engine scheme. But one problem was that some owners got wise to this “free new engine for life” wheeze and many were not sympathetic to the reality that the engines did not take kindly to being driven hard immediately after a cold start. Nor does any engine, of course, but the rotors and their housings are big lumps of metal and they appreciate being given time to warm up fairly gently and run within tolerances. Not ideal for lots of short and stop/start runs. Many owners deliberately thrashed the engines to death just before the warranty expired. NSU haemorrhaged deutschmarks.

Then came the 1973 fuel crisis along with ever tightening emission rules. Not a good time to sell a fairly thirsty car with some reputational problems. Be it a rotary or a three litre V8...





The infamous rotor seals. Original (problematic) metal and now-used ceramic (as per Mazda).



Unusual steering rig with idler arm. Power ram mirrors the rack (not fitted, here). Driveshaft apertures in the waisted chassis area (mid pic).

Sales figures were in freefall and NSU hit the wall. VW was eager to move on from the Beetle and swallowed NSU and Auto Union. The Ro80's legacy is Audi's birth as VW's mainstream prestige brand.

Now spool forward to September 2023. A sunny day in Suffolk and I have the pleasure of meeting Phil Blake, who's a renowned guru in the NSU Ro80 world. He's a great guy who's custodian for all sorts of rotary engine cars and some interesting American stuff too. What he doesn't know about rotaries, how to fix them and where they are located isn't really worth knowing.

We got on very well and continue to keep in touch. He confirmed that many of the Ro80's problems were resolved whilst it was still in production. At that time, the dealerships were on a steep learning curve with the radical new engine. It was totally different to the simple air-cooled flat four that they were used to – both in operation and architecture.

Can you see a parallel story taking shape here, fellow Stag owner...?

The stories become even more similar. After production ceased, most of the known weaknesses and problems were overcome. Better knowledge, technology and materials. For instance, Mazda-type ceramic rotor seals can be retrofitted to the Ro80. It doesn't cure the intrinsic hydrocarbon dipsomania, but it addresses some key mechanical problems. They can be made very reliable nowadays, as Phil's fleet readily shows.

Just like Stags.

This is a SOC magazine and not the place to talk about how the Ro80 drives and about its engineering excellence. Two words will suffice. Absolutely Superb. It really was way ahead of its time and well able to hold its own in modern traffic half a century on. If you're interested to know more, please read the Classic Cars feature.

Is there another message here? Yes there is:

I deliberately made the trip down to Suffolk in the Stag because I have total faith in it and it's a pleasure to drive. But also key to me were the similar lifelines of the Stag and the Ro80. Granted, they are totally different in design, concept and intrinsic (original) build quality.

And yet both cars were:

- A radical departure from what had gone before
- Under developed (in some areas)
- A step change for dealership capabilities and experience
- Inappropriate for the USA
- Harpooned by the 1973 fuel crisis
- Carrying a reputational millstone

Most of the points are historical. But the last one is as alive as ever. Why is this?

I confess that until about mid-January, I'd assumed that the Stag had been very unreliable and prone to imitating a kettle right from day one. However, a very knowledgeable and renowned SOC guru has indicated that until it hit the USA, the Stag's reliability was pretty good - if you kept a regular eye on coolant and oil levels. Which isn't an unreasonable ask.

Phil Blake - NSU Ro80 guru - on left.



However, USA rubbish (low octane) gasoline, a lowered compression ratio, revised ignition timing and emission strangulation conspired to make the Stag engine run even hotter. Add a totally different world of driving and weather conditions and it was doomed. Putting it right was unaffordable and the market was shrinking anyway. The only pragmatic answer for BL was to walk away. Result: reputation tarnish - Born in the USA

So why did this bad reputation snowball?

One interesting suggestion made to me by said guru was that (ironically) some blame lies with the classic car magazines. In general they came into being when the Stag was already an old and probably multi-owner car. When TLC often falls by the wayside along with the maintenance budget. Thermostat, proper coolant and regular oil changes? – Pah!

Many people relish tales of doom and gloom. Bad news sells and the horror stories and rumours become ever more exaggerated.

In fact, these well-worn tales of woe put me off buying a Stag until I talked to various people in the SOC who told me a more realistic story. For which I'm grateful.

By going to the test day with the Stag, I wanted to demonstrate that it was an entirely useable classic car and that the overheating legends were absolute rubbish. Even before fitting a Stagweber header tank (purely for

additional peace of mind), the car had been driven swiftly in Belgium during hot weather with the bog-standard cooling system. No problem.

After the Ro80 test, I thought it only fair that Phil should drive the Stag. He'd never driven one before.

At my insistence, he drove it quite hard and I think it made a good show of itself. It was a warm day and Phil was clearly used to the Ro80 way of driving. So that's three gears and no shortage of revs then. The temperature gauge never moved from Normal. I rest my case.

So in conclusion, gentle reader:

- The Ro80 – it's quite some car and it was a real pleasure to drive it
- The Stag – maybe the Classic Cars magazine article will slay some of the never-ending bad press (dream on...)
- Maybe it will encourage more interest in both of these cars?

I'm not really into Facethingy, but I did join the NSU Ro80 International Community in which Phil's a key player. Some of the traffic relates to Phil saying how he was quite taken by the Stag and he's been spreading the word that it doesn't deserve the bad press it gets.

Just like the Ro80. Reputations, eh...?

Pete Adams



SOC YES, WE DO FACEBOOK TOO!



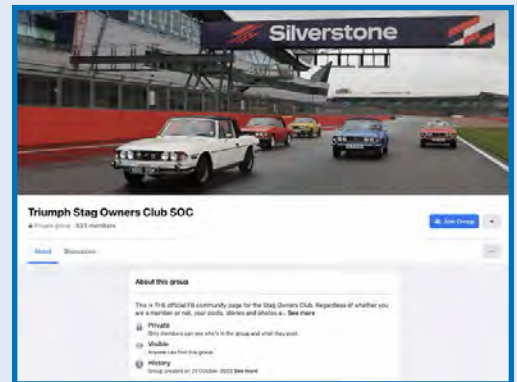
My name is David Wayte, and I've been asked to introduce myself, as I run the Facebook pages (yes, we have two of them) for the Stag Owners Club.

I've been an admirer of the Stag since I was a boy at secondary school, when a teacher pulled in with his brand new car, and I thought it was the most beautiful thing I'd ever seen! Since then I'd just dreamed about owning one, but then 8 years ago I got the opportunity to actually own one myself (1972, Mk1 in Saffron Yellow) and I've not looked back since. I try and do as much of the work needed on her, and am very grateful to the members of this club for so much knowledge and help that I have gained over the years with the jobs she has needed doing to her.

Anyway – on to Facebook: When I took over, we had a page that only the

'administrator' of the page could edit. This caused loads of issues, as members wanted to post photos and comments about what they were doing, but we couldn't work out how to make this happen. At the beginning of this year, SOC decided that the existing page <https://www.facebook.com/TriumphStagOwnersClub> was going to become a page for 'official announcements' from the SOC. We then also created a new group page <https://www.facebook.com/groups/stagowners> where anyone can post a picture, tell their story, ask a question... and in just 4 months we now already have just under 1000 members actively posting fabulous content about work that they are doing on their cars and places they have been.

If you haven't been on Facebook before, it's not difficult. You do need to create an account (it's free of charge), but the biggest misconception is that people think they have to put information about themselves on their 'page'. You can happily have a completely blank 'page', but then be able to access all the wonderful content that is freely available. You never know, you might just be tempted to share a story or two on our page!



WEST YORKS TRIUMPH STAG CAR SHOW 2024



SOC members from all areas welcome to attend!

September 15th 2024

**Piece Hall,
Halifax
HX1 1RE**

**Contact Wayne:
westyorkshire@stag.org.uk**

THRUXTON HISTORIC

22ND - 23RD JUNE 2024



To purchase discounted car club tickets and supply vehicle details for a free club display vehicle pass visit the dedicated car club ticket booking page (see link below). Each order allows you to book one free vehicle display pass with the driver and any passenger tickets.

Adult Car Club Tickets: One day £15, Weekend £28. Children 15 years and under admitted free with an adult ticket holder.

How to purchase discounted tickets:

- Go to <https://thruptonracing.co.uk/th-car-club-2024>
- Scroll down, select a ticket type/day, and click 'ADD TO BASKET'
- Click 'CHECKOUT NOW' to go to your basket where you can amend ticket quantities.
- 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

THRUXTON HISTORIC

22-23 JUNE 2024

FEATURING

| | |
|----------------------------|--|
| FISCAR | MIGHTY MINI CHAMPIONSHIP |
| SWINGING SIXTIES | HEROS OF FF1600 SPRINT CUP |
| HSCC - HISTORIC F2 | HSCC - GUARDS TROPHY CHAMPIONSHIP |
| HSCC - HISTORIC F3 | SUPERFORMANCE FERRARI CLUB CLASSIC SERIES |
| JOCHEN RINDT TROPHY | |

LATEST EVENT INFORMATION: THRUXTONHISTORIC.COM

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THRUXTON CIRCUIT, ANDOVER, HAMPSHIRE, SP11 8PN

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CHILDREN 15 AND UNDER GO FREE

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SCAN TO PURCHASE

THE CLUB STAG ARCHIVE

The Triumph Story, Part 3 – Motorcycles to World War I


Last month we left the Triumph Cycle Company Ltd in its new premises and with a bit of investment cash to make a difference. This month they move on from bicycles to motor-bicycles. I personally do not get off on motorcycles so if I shorten the next section, perhaps you will forgive me.

While bicycles were fine, Schulte, always the far sighted one of the duo, saw the future as being motorised transport and in 1897 looked into taking up rights in H&W motorcycles. Nothing became of it but in 1898 Bettmann talked to Humber about building their new 'Beeston' motor bicycles and tricycles. Again, nothing material became of the involvement but in 1899 the 'bicycle boom' was waning and there was a shareholders revolt which needed dealing with. Bettmann duly dealt with it although it held up Schulte's plans for a couple of years until 1902 when trials were done on a motorised bicycle, using a Minerva 1 1/2hp engine, belt driving the rear wheel.



The first Triumph motor bicycle – recently discovered. Belt driven by the Minerva engine but retaining the chain drive of the original bicycle (on the other side of the 'bike').

The frames of these cycles were reinforced versions of the Triumph bicycle frame and the model went into production on a small scale while alternate sizes and makes of engines were investigated. By 1904, Triumph were ready with a new range of motorcycles completely made in-house utilising their own 363cc, 3hp engine design.



What the "Motor" of
Oct. 25, 1904, says:


"We have been putting the first of the new models through its paces for the last week or two, and can say that up till now a more speedy, comfortable, and easily-controlled single tracker, we have never had the good fortune to drive."

TRIUMPH 3-H.P. MOTOR BICYCLE.

| | |
|--|---|
| <p>Frame - New registered design, long wheel-base, extra low (top tube 21" from ground) girder fork; new pattern very powerful front-tin brake, rear foot brake, operated from foot rest.</p> <p>Wheels - 26 x 2", first quality Clincher motor tyres; other tyres to order.</p> <p>Engine - New Triumph, giving 3 h.p. at 1,500 revolutions, made at our works, main shaft runs on ball-bearings, M.G.V. water-cooled; very large heavy fly-wheels, 25-lbs. vertical lift to tappets, special economical carburettor, and effective silencer.</p> <p>Ignition - Special coil, with low current consumption; highest-grade accumulator and sparking plug; Triumph rapid-break contact breaker, shortest possible wiring.</p> | <p>Control - New Triumph cut out and exhaust valve lifter (from protected), operated from inverted lever; Triumph self-acting ratchet levers on tank.</p> <p>Tank - New design, with one longitudinal seam, sunk and riveted ends, enclosed oil pump, best quality taps, contains compartments for either two accumulators or one accumulator and coil. Capacity: petrol, about 100 miles; oil, 250 miles.</p> <p>Transmission - Best quality V belt on deep section pulleys, ratio of gear, 44 to 1.</p> <p>Saddle - "Rideaux," large size, very comfortable; special tool bag, securely fixed in saddle.</p> <p>Foot-rests - Efficient. Foot-rests are fitted, giving a most comfortable position.</p> |
|--|---|

| | |
|----------------------------------|--------------------------|
| PRICE, 3-h.p. Motor Cycle | Net Cash £43 0 0. |
| " 2-h.p. " " | " " £36 0 0. |

TRIUMPH CARRIER NO. 1.

| | | | | | |
|--|--|---|-------------------------|------------------------------------|-------------|
|  <p>Wheels - 28 x 1 1/2", Dunlop carrier or Clipper motor tyres and rims, 14g spokes. [2 1/2" tread.]</p> <p>Gear - 22 x 14 teeth = 44", 1" pilot x 1/4", 7" cranks.</p> <p>Brake - Double-action front tyre brake, applied by lever from handlebar; powerful Triumph rim brake, acting on rear wheel (as illustrated), fitted to order only, at an extra charge.</p> <p>Mudguards - Extra wide in all wheels, adjustable handlebar, twin roller chain, rubber pedals.</p> <p>Box - Size 32 x 25 x 25", made of well-seasoned wood, painted, coach-painted dark green, and lined. This box opens in front by means of a double door, and is fitted with reliable lock; plated top rails. It can be fitted with shelves at a small extra charge.</p> <p>Finish - Best black enamel, parts heavily plated, tool bag, tools, celluloid pump, and clips.</p> | <p>SPECIFICATION OF No. 2 CARRIER SAME AS No. 1, BUT FITTED WITH BASKET INSTEAD OF BOX.</p> <p>Basket—Size 22 x 25 x 25" specially constructed wicker, waterproof covered top, opens at top, and fitted with reliable lock.</p> <table border="0" style="width: 100%; text-align: center;"> <tr> <td>PRICE, with Dunlop Carrier Tyres</td> <td>Net Cash £20 0 0</td> </tr> <tr> <td>" " Clipper Motor Tyres, 1 1/2-in.</td> <td>" " £22 0 0</td> </tr> </table> | PRICE, with Dunlop Carrier Tyres | Net Cash £20 0 0 | " " Clipper Motor Tyres, 1 1/2-in. | " " £22 0 0 |
| PRICE, with Dunlop Carrier Tyres | Net Cash £20 0 0 | | | | |
| " " Clipper Motor Tyres, 1 1/2-in. | " " £22 0 0 | | | | |

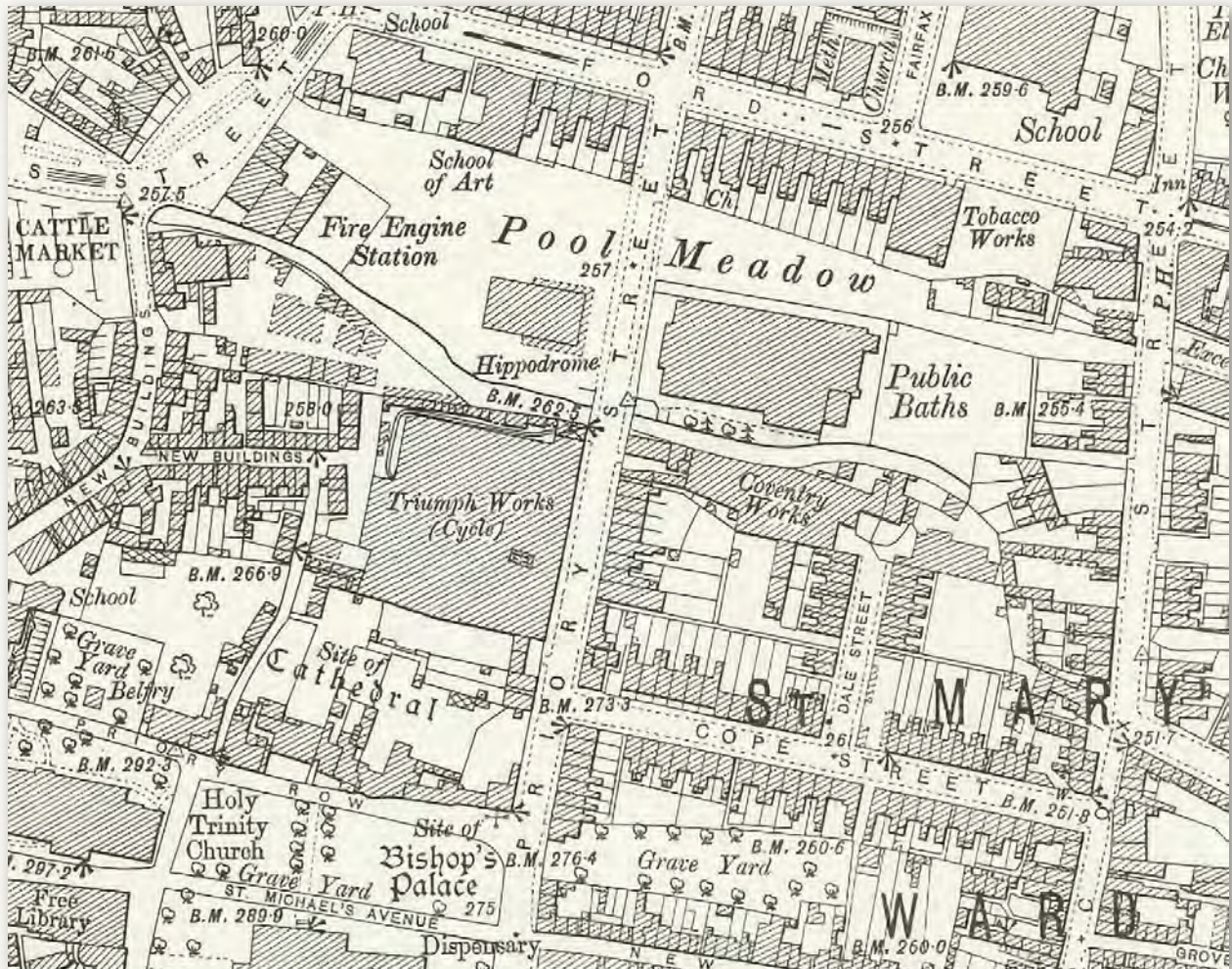
Triumph Cycle Company, Ltd., Coventry.

LONDON: 4, HOLBORN VIADUCT, E.C.

GUARANTEE OF TRIUMPH MOTOR CYCLES AS PER OUR 1905 OFFICIAL CATALOGUE.

An advert for the new Triumph 3hp motor bicycle as reviewed by *The Motor* in October 1904.

Initially all was not plain sailing with the new product as the frames suffered front frame tube fractures and the engines wore the piston rings and cylinder bores at a higher than acceptable rate. But these problems were overcome by redesigning the frame and seeking metallurgical advice before changing the materials used for the rings and cylinder barrels. The machines then became eminently suitable for long distance travel by either male or female riders and although motor bicycle manufacture started relatively slowly with just 533 units being built during 1906, it increased rapidly with 3,000 units being completed in 1909.



1906 map of central Coventry which was surveyed during 1904/05, showing the first part of the new Priory Street factory in place just to the left of centre.

Another New Works and Another New Name

The manufacture of motorcycles was obviously a serious step for the Triumph Cycle Co. Ltd. and despite the downturn in bicycle orders, there was still too little room at the Much Park Street premises for the manufacture of both bicycles and motor bicycles and a second premises was planned. A site previously used as a wood yard was acquired on Priory Street – which was less than 400 yards North of the existing premises on Much Park Street – and factory premises were built and equipped for the manufacture of engines and all things motor bicycle. This finally extended both sides of Priory Street but initially, only the ex-wood yard site on the West side of the road was developed.

There is some debate on when this new site was acquired, with any dates from 1896 to 1907 being bandied around in various books and articles. However, maps of the area show that the first part of the new works was built by 1905 – which fits with the requirement for expansion into serious motor bicycle manufacture being identified and developed between 1902 and 1904.

The new buildings were initially very similar to those on the Much Park Street site, being of the traditional single storey, northlight design but,

this time, with the luxury of a three storey (plus basement) office building on the street frontage.

On St. Georges Day 1906 a new subsidiary company, Triumph Engineering Co. Ltd., was created to manage the motor bicycle business at Priory Street and in the same year the company gained its first competition success – Frank Hulbert winning the Dashwood Hillclimb.



A photo from 1912 showing the impressive main office block on the West side of Priory Street.

The Motorcycle Business

In the next ten years the Triumph motor bicycle was the subject of continual improvement with engine capacity increasing to 453cc (1907) and then to 476cc (1908) and 499cc (1910) while there was continual development of the frame and mechanical components such that the newly designed Bosch magneto was standard equipment from 1906. In 1908 a variable gearing was introduced but as this worked on the principle of dismantling and changing the belt from the high to low ratio pulleys, I am not sure that this was as successful as it could have been. Also in 1908, Triumph patented their own design of carburettor and Triumph riders were placed 1st, 3rd, 4th, 5th, 7th and 10th in the single-cylinder class at the Isle of Man TT.

Different models ensued such that in 1911 there was the Roadster, the TT Roadster, the TT Racer and a Free-engine Roadster with Schulte's design of multi-plate clutch (patented 1908) incorporated into the rear wheel such that starting did not involve either pedalling or running alongside the machine until it started.



An obviously posed photo taken in 1911. The machine is still a motor bicycle with pedals to get started.

World War I and Financial Safety

I don't pretend to understand the different models of Triumph machine which were available by the outbreak of war in 1914 but by then Triumph had made itself into the number one choice in Britain for many contemplating a motorised bicycle. They were making 4,000 single cylinder machines a year and in 1913 had introduced a 225cc, two stroke, two-speed 'Junior' model aimed at the women's market.

However, whereas the War led to bankruptcy for some vehicle manufacturers, Triumph secured an important contract with the War Office for the supply of 550cc, 4hp Model H machines and before the end of hostilities in 1918 they had manufactured over 30,000 units.

The model H made Triumph financially secure into the twenties and to some degree set them up to be able to manufacture automobiles when the time came in 1923. But I'm getting ahead of myself so let us go back to the War.

The Model H was derived from the model A (no, I still don't understand the model designations) and was a four stroke,

side valve design with a Sturmey Archer 3-speed gearbox driving the rear wheel through a belt. It is considered by some to be the first modern motorcycle design. These machines were apparently referred to as 'Trusty Triumphs' and were the machine of choice along the front lines.

As I just love these old photos, let's have a few more...



Three Royal Signals riders having a laugh for the photographer while doing some serious maintenance on their 'Trusty Triumphs'.



... and this is what those 'bikes should have looked like. This is a 1917 Triumph Model H.



... and another Model H in military hands, but possibly not at the front !

I am not going to apologise for including these three photos of the same model of motorcycle as it really was the model H and the Army contract which gave Triumph the leg up to be able to contemplate the manufacture of cars in 1923 – and without that we would not be driving Triumph Stags around in 2024.

The Bicycle Business

Meanwhile, the man-powered bicycle business was still important to the company and it had retained the Much Park Street premises when it moved the new production into Priory Street. The bicycle was very dear to the heart of Siegfried Bettmann and instead of running down the bicycle business he had introduced a range of lower end bicycles using the brand name 'Gloria' to increase sales. These were made under a subsidiary company, the Gloria Cycle Co Ltd. and in 1906 additional premises were acquired for the Much Park Street factory (probably being 'new build' on the land behind the Odeon cinema – see the article in the April magazine for how this fits together) such that sidecars could be manufactured alongside the bicycles.



That damning advert ...

For those without magnifying glasses, the wording includes the phrases 'The male mechanic has proved himself infinitely superior to the female', 'Female labour and best work do not go together' and the strap line 'Let your machine be a TRIUMPH. The best bicycle British workmanship can produce and made by skilled male mechanics only'.

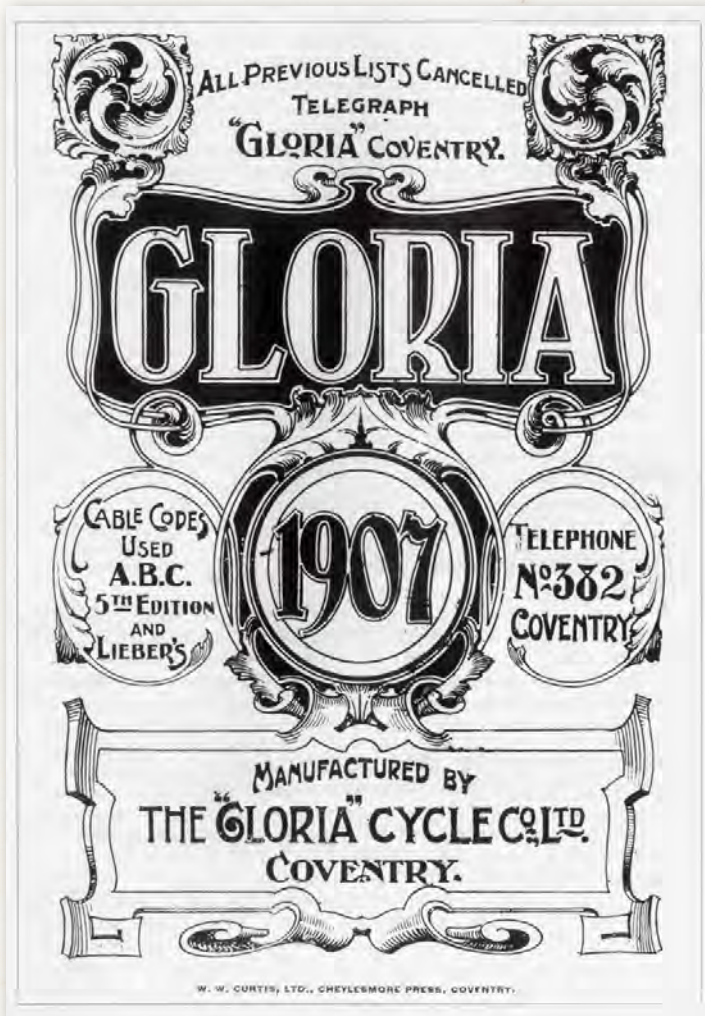
My advice to any women who have got as far as this in my article is 'Don't get mad, get even – and stop your husband from buying any more of those nasty Triumphs !'.

Peter Robinson

With thanks to:

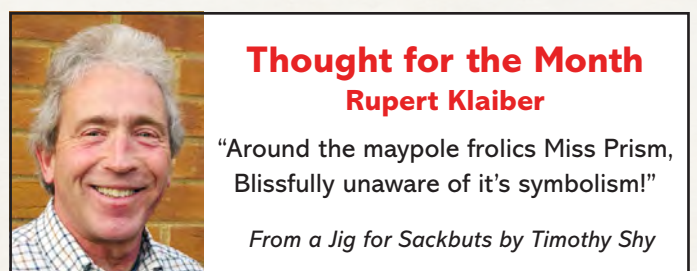
- Richard Langworth & Graham Robson for their book – *Triumph Cars, The Complete History*
- Damien Kimberley for his Coventry Heritage series of books
- Ian Chadwick for his Classic Triumph timeline
- *The Classic Motor Cycle* magazine for its A-Z reference for Triumph
- All the websites and books which have provided me with small but significant information

© Peter Robinson 2024



An advert for the lower end Gloria range of bicycles, manufactured at the Much Park Street factory alongside the Triumph badged bicycles.

I will leave you this month with a bit of feminist history. During the 1990s there were 40,000 workers in the cycle industry across Coventry and many females who had been ousted from the traditional ribbon weaving works. It does not take a genius to work out that women were therefore likely to be employed in the cycle industry. However, one firm, Triumph Cycle Co. Ltd. decided to buck the trend and in 1906 issued the following advert:





FANCY A PROJECT, ANYONE? RESTORATION SHOW BARN FIND STAG

Although the Club weren't at the Restoration show this year, I was involved with another group helping to put together an ex 1970 World Cup Rally Morris 1800 and having a break and a look round the show found this car in the barn find area.

To say it was rusty was a bit of an understatement, the description sheet with it said it had been stood in a garden since the 1990s and looking at the state of it, it must have been in pretty poor condition when it was parked up.

The relatively minor damage on the roof being caused when a tree fell on it and the hope was that someone very brave might take it on. The reality being that the glass was probably the only part worth saving.



Being in overalls and so not being bothered about getting dirty, I had a look underneath, the photographs speak for themselves. Surprisingly the boot floor looked reasonable and there was very little rust to cut out of the floor as most of it had already fallen out and the whole shell seemed to be held together by the transmission tunnel and the fact the remains of the hardtop were still on it. Maybe the brake pipes were also helping!

There is a photograph of the back of the front seats taken from underneath the car, the brake pipes and handbrake cable can clearly be seen.

All the wood on the dashboard was warped out of shape and a couple of instruments were just hanging on their wires.

Talking to a friend from the Dolomite Club when we were looking at it, we decided the collapsed front of the car could have happened if someone had tried to open the bonnet and a combination of extremely rotten bodywork and seized bonnet hinge meant the panel just folded itself in half.

The wheels looked like a set that had been found just to make it mobile, but how they got it there without it breaking in half is a mystery.

A search on the DVLA website for the registration number came back as number not found, so it doesn't look like the car was bought for its registration number, just another of those "I will do it one day" projects.

Andrew Bradbury



KNOW YOUR STAG #24

CLOCKS, EYEBALLS & LIGHTS

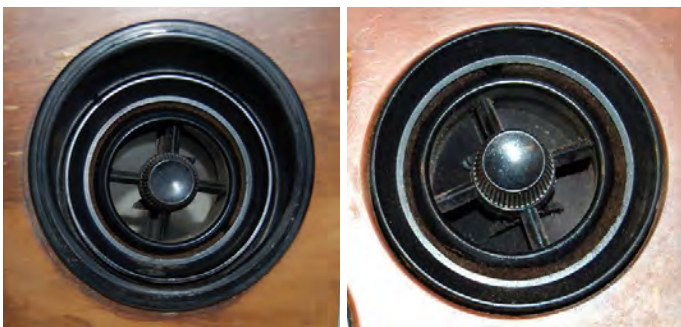
Following on from last month's article, I will try to present the rest of the bits and pieces found in the dashboard.

From left to right on a RHD dash, the various items are:

- A ventilation eyeball,
- a map reading light (maybe),
- a central ventilation louvre,
- a dashboard panel lamp dimmer,
- brake line failure warning lamp,
- hazard warning light indicator (maybe),
- seat belt warning lamp (maybe),
- a clock,
- a second ventilation eyeball.

Ventilation

What can I say about these uninspiring components? The two 2 1/2" swivelling eyeball vents have a rotating centre knob to regulate the air flow and the units are straight from the parts bin (although the Stag may have got them first). The two things to note are that, the passenger side eyeball is set into an outer plastic surround. From commission number LD 20001 i.e. on cars known as Mk2s, they had a silver painted line round the top of the bezel in order to match the various circular gauges in the main dash panel.



Left hand and right hand 'eyeballs'. The Right hand one is from a Mk1 car and although it looks as if the outer bezel has a silver painted ring the bezel is actually next to the wood surround and is matt black. The inner ring is actually also black – the silver look is the light reflecting off the plastic.

The two ventilation louvre units are adjustable to direct the air from side to side and upwards and downwards into the cabin. The amount of air is adjustable through the blower controls and the two units can be independently directed so that air can be directed to one or other side by either the top or the bottom ventilator unit.

Again, from commission number LD 20001, the front edge of the unit surround has a silver painted line to match the various circular gauges.



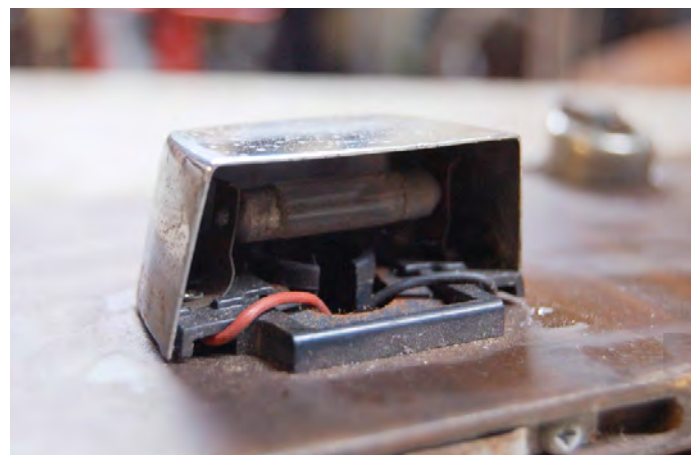
Central louvre ventilators from before LD20001 (left) and after LD20001 (right). The difference being the silver painted rim to the surround.

Map Reading Light

This is incorporated in the glove box lid but it was only installed into glove box lids on cars before commission number LD 20001. On later cars, this light was omitted.



An early glove box lid with map light lower right.



The other side of the lid showing the light fitting and chrome cover.

Dashboard Panel Lamp Dimmer

This occupies a position to the bottom left of the dash and is a simple rotary rheostat knob about 1/2" in diameter, marked with white radial division lines to show how far the knob has been turned.

It is the same for all Stags and it controls the brightness of all the small lamps which are incorporated into the various gauges in front of the driver.

Something I did not mention in the previous article is that from commission number LD 20001, these gauge illuminating lamps show a 'trendy' green light whereas earlier cars had normal white light illumination.



The Panel lamp dimmer is bottom left, under the warning indicator cluster.

Brake Line Failure Warning Lamp

On all cars up to LD 30001 (not LD 20001 in this case) this light, a large red one approx 1/2" in diameter, is positioned in the centre, top of the driver's dash panel i.e. between the odometer and the tachometer but near to the top of the panel. It indicates that the front/rear brake shuttle is not centred i.e. that one of the brake lines may be leaking or failed.



The early position of the brake line failure warning lamp – between and above the two main gauges.

On cars from LD 30001 i.e. the 1974 model year and later, this light is found at the bottom right hand corner

of the driver's dash panel and it is a smaller light, approx 3/8" diameter.



The later position (after LD30001) of the slightly smaller, brake line failure warning lamp

Hazard Warning Light Indicator

Where fitted, this was positioned at the centre, bottom of the driver's dash panel, between the odometer and tachometer but towards the bottom of the panel. It was not fitted in UK market cars until LD 30001 as, prior to 1974, the indicators were not wired to operate as hazard warning lights. A warning indicator was, however, fitted to all USA bound cars as hazard warning lights were a standard Federal fitting.

For UK market cars after LD 30001 the switch pulls out to operate both sets of indicators as hazard warning lights and illuminates to show that they are working.



The UK hazard warning light fitting for cars after LD30001 – at the bottom of the main instrument panel.

For very early Federal cars the switch is in the glove box and the warning lamp is only an indicator. It is therefore not the same as the UK market switch/indicator but is positioned in the same place on the dash and uses the same lamp fitting as the early brake failure warning lamp.

For later Federal cars up to LD 20001, the switch is a pull out on the dash panel (as for the later UK cars) but had a different, less ornate knob

For Federal cars after LD 20001 the hazard warning lamp was basically the same as that used for the UK market cars after LD 30001, except that it had a rectangular warning lamp fitting immediately below it.

Seat Belt Warning Light

This was not fitted to UK market cars until the 1974 model year i.e. from LD 30001, when it replaced the brake line failure warning lamp immediately in front of the driver (and relegated the brake line failure warning lamp to the lower right of the dash)

I believe that it was fitted to USA bound cars at an earlier date but I must admit that I cannot find out when this happened or whether this was of the same design as the later UK market light.

There is also a rumour that the seat belt warning light changed at the start of the 1976 model year (from around LD 41200 but I do not have any information about this change. Can anyone help ?



The seat belt warning light fitting for cars after LD30001 – at the top of the main instrument panel.

Clock

There were four versions of clock fitted to Stag. The first cars had a Smiths clock with an adjuster at the back which extended to the bottom of the dash by which the hands could be adjusted.



Apologies for the rusty bezel but it is an old gauge – and the only Smiths one that I have. Probably part number 150647.

The next clock which I know was fitted is a Kienzle clock (part number 157539) with only four numbers and

simple lines for the intermediate numbers. The hands are adjustable by a rotary central knob. I do not know when the clock type changed as the parts catalogue is silent on the subject but it was before LD 10551.



I'm not very good at 'good condition' am I ? This is a Kienzle clock with centre adjuster, fitted to later MK1 cars (i.e. before LD 20001) but obtained by me from a car bought for £26.

The final style of clock fitted was another Kienzle, this time without any actual numbers, just lines to indicate the numbers – except for the 'twelve o'clock' which has two lines. The hands are adjusted by way of a central knob and the clock is fitted with a second hand. The part number is 159609 and it was fitted to all MK2 cars i.e. after LD 20001.



The final style of clock used from 1973 onwards, with second hand and central adjuster.

Those of you who have paid attention will remember that I said that there were four clocks fitted but I have only referred to three. The reason is that I really do not know what happened to part number 157349 which was fitted (according to the parts catalogue) between 150647 and 159539. If anyone has a different style of clock which they believe is original, please contact me via registrar@stag.org.uk.

Peter Robinson

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STAG MODIFICATIONS

MY CUSTOM FOUR-EXIT EXHAUST



I decided very soon after purchasing 'Patricia' (the name is another story!) that I would really like her to have a four-pipe exhaust system, or move the two pipes to the centre. I also decided that if I went the four-pipe route, I wanted them to be functional and not just for show... even though it was almost entirely for cosmetic reasons I wanted the change.

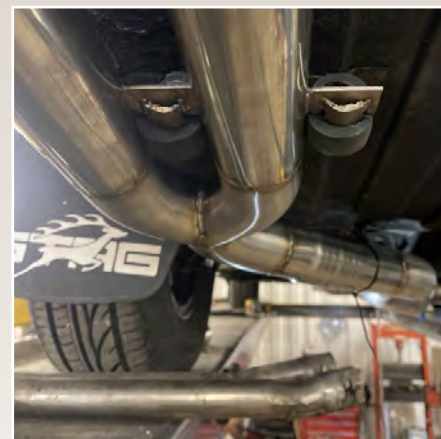
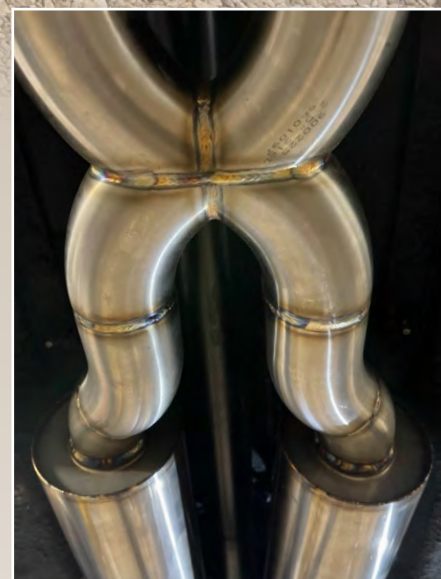
Having seen some other 'four-pipe' Stags, I decided upon this route for Patricia and set about trying to find someone who could carry out the work for me. After chatting to another Stag owner at a local car meet, who had a four-pipe system on his car which he had fabricated himself, he put me onto a local guy who owns and runs 'Rich's Fabrication Shop' near Abingdon, Oxfordshire.

After looking at some of his excellent previous work on his website (<https://www.richfabricationshop.co.uk>) I popped along to see him and have a chat about what I wanted. He confirmed that he could indeed make me a complete custom stainless steel exhaust system, up to manifold. He gave me a price of £800 all in, which was a very fair price compared to other prices I had been told it would cost.

A few weeks later and she was in his shop for two days having the work done. He had told me previously that the sound would also change a bit and sound even better. I was insistent however that I did not want to lose that fantastic V8 burble we all love. When I went to collect her, not only was I overjoyed with the visual result, but that sound...OMG!! Think V8 burble, mixed with some muscle car and that's how she now sounds...it's fantastic. This was an added bonus really, as my only goal initially was to obtain the four-pipe look. Another unexpected added bonus was the improved performance that I definitely noticed when driving her home.

A returned a couple of months later with a stainless-steel tubular manifold, which Rich married up to his custom exhaust system. Job done.

I can highly recommend him to anyone in the Oxford area and know of at least one other Stag he has done after my referral and another happy customer.



Gary Witchalls Oxford Co-ordinator

Do you have spares for your classics? RH Insurance has them covered!



Here's yet another great benefit from RH! Running a classic car isn't like running a modern. Sooner or later you're going to need to replace a part – and we all know that classic spares are not what you might call easily found on the shelves at your local Halfords.

Original equipment parts in particular are a fast diminishing and finite resource. The amount of effort required to find and acquire them is reflected in their escalating value. The great news for RH's clients is that spare parts cover is an all-inclusive benefit of the RH offering.

Providing they're kept in a locked building at the home address (or another address agreed by ERS, insurer of the RH scheme), spare parts belonging to the insured vehicle are covered up to the value of that vehicle.

Long-term client, Steve Neathey, was grateful for this key benefit when his precious cache of Austin spares was destroyed in a garage fire.

"I've been insured with RH for decades and honestly didn't realise I could make a claim under my classic vehicle policy for the loss of my spare parts," he said.

"I originally approached my household insurer but although they covered the cost of re-building and the tools contained within the garage, they wouldn't pay for any vehicle parts or accessories. I just happened to meet Emma at an event and told her I was unhappy that I couldn't claim for my A30's lost spare parts under my household policy. She immediately told me to put a claim in with RH.

"As good as her word, she put me in touch with RH's claims team the day after the show and I made a successful claim for the spare parts which had gone up in smoke – as per the terms of my policy!"

RH knows that building up a stock of essential spares is a vital element in classic car ownership.

Emma says: "It's important to compare benefits when shopping around for specialist vehicle insurance. Under the RH policy your cherished spares are automatically covered up to the value of the vehicle they belong to – providing that vehicle is insured with RH and the spares are securely stored."

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TECHNICAL HINTS & TIPS BULB HOLDER EARTH PROBLEMS

I happened to mention that the Day Light Running lights I recently fitted to my car on the drivers side didn't work when I got the car out a few days ago.

Looking into the problem I found that the earth strip inside the bulb holder was not tightly connecting the ring of prongs that hold the part in place. As a result the earth connection was broken. Gary told me that he experienced the same problem which he cured with a blob of solder whereas I tapped down the ring with a small screw driver and a few careful taps with a light hammer. Very poor design in my opinion that you also find in the rear light clusters. Still a good example of 'more that one way of skinning a cat'!

Noel Sargent South Birmingham Area



Library. What Library? I don't know about you but the word 'Library' bring to my mind images of large rooms lined with bookshelves filled with books that have not moved in ages and are probably covered in dust.

Does SOCTFL maintain such a library? Of course not! So why an article about a library? Well, add the word 'parts' and you will no doubt see where this is going. The SOCTFL Parts Library.

This is an important and valuable aspect of the work undertaken by the SOCTFL committee members that I will admit, I knew nothing about until very recently. As its name suggests the library is in fact a collection of parts that are either original, or have been made using SOCTFL funded tooling. Examples of the parts in the library are:- rear wing repair panels, door repair panels and out riggers and more. Clearly not every part of a Stag is represented. But, nonetheless the library does provide a valuable reference point for the development of tooling produced using SOCTFL funding or for manufacturers wishing to produce parts to original specifications. A master pattern so to speak.

A fine example of SOCTFL co-operating with manufacturers took place very recently. Our Chairman visited a company producing the Inner Sills. The Inner Sills they were producing had fitting problems. This was the result of them never having an original part to work from. They were very keen to resolve the problems and were grateful to receive an original part from Paul. We await the results of their efforts to improve the parts they produce.

The development of the library started in the early 2000's following the then committee's decision to undertake the project as an ongoing process. As the number of items in the library grew it was necessary to find suitable storage space. As you can no doubt imagine the storage space required is not insignificant. Fortunately a club member very generously offered secure storage space free of charge. However, after many years of looking after the library, and the club equipment, he has decided that the time has come for a younger person to take on this responsibility. Perhaps this is a good opportunity to recognise his long standing contribution to the club express our gratitude and thanks for his support.

The loss of this storage space would have been a very serious problem for SOCTFL. Fortunately another member has stepped in and offered space for the library which is secure and dry. Another very generous offer for which we are very grateful.

You may be wondering why I have not mentioned names or locations for the library. This is purely for security and their privacy reasons.

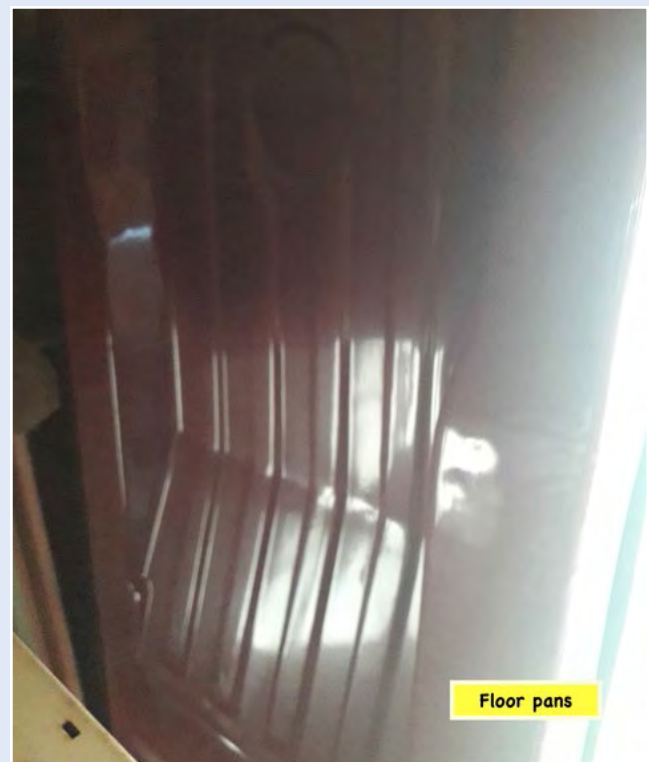
So now you know a little about this valuable resource that is helping to keep our cars on the road. A library without a dusty book in sight!!!



Differential Support



Windscreen Surround



Floor pans

Noel Sargent

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STAG MODIFICATIONS

SEAT RUNNER EXTENSIONS FOR EXTRA LEG ROOM

Prompted by episode two of my Stag ownership saga published in the March 2021 issue of the club magazine, I have been asked by a couple of people how I made the seat runner extensions which has given me about 3" (70mm) extra legroom. You cannot get more than this because the seat touches the door pillar and the top of the rear side pods so cannot be mounted any further back.

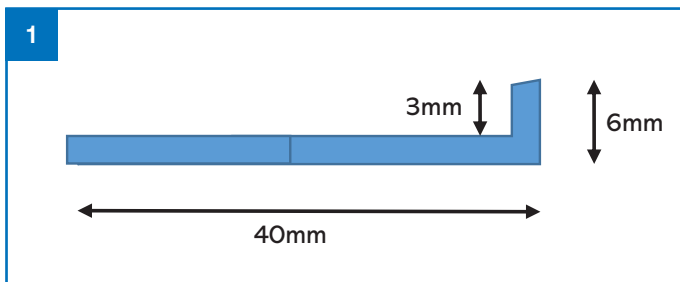
The picture in the article shows version one which I quickly found mounted the seat too high and hence meant the top of the windscreen was right in my line of view. So below are given the plans for the Mk 2 version.

For each seat you will need 2 x 455mm lengths of 40x40x3mm mild steel angle.

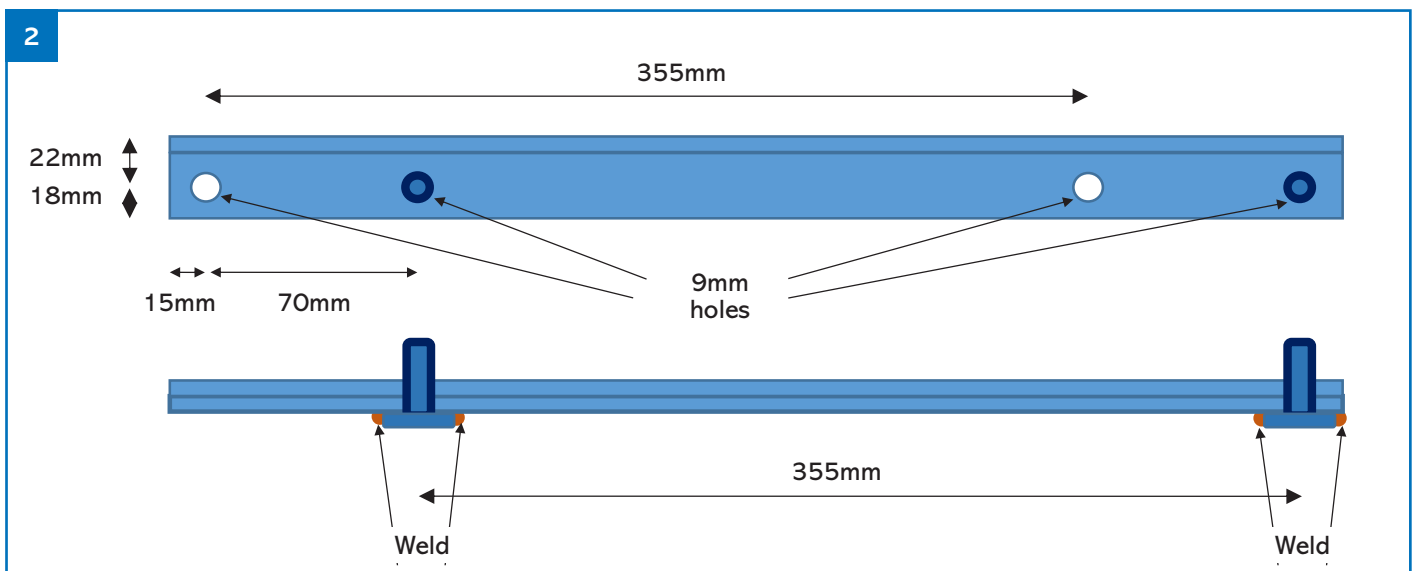
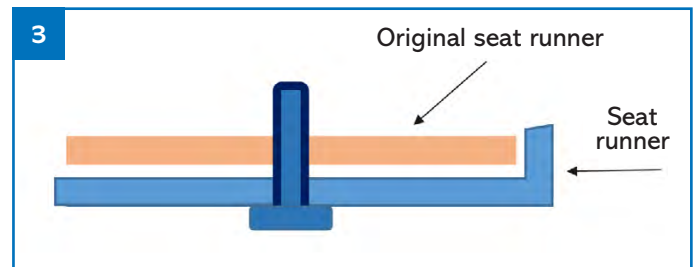
Cut down one side, using an angle grinder with thin metal cutting disc, to give just a 3mm lip on the angle (see picture 1).



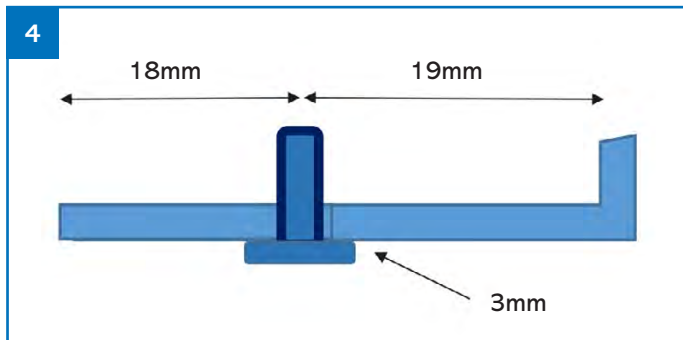
The holes are slightly off centre to allow the seat runners to fit snugly down past the remaining small (3mm) piece of the angle (see picture 3).



Then drill 9mm holes as shown in picture 2. 4 holes in each piece. The distance of 355mm is taken from my seat whilst still in the car. Obviously you will have to remove your seat when doing this job so check the distance between the mounting holes on the seat runners and use these in case my measurements are slightly off!



Lay the two pieces of angle down next to each other as per **picture 4** and insert 15mm M8 mild steel hex head bolts into holes 2 and 4 counting from the front. For ease of mounting the seats these bolts really need to be welded into the holes and the heads ground down to about 3mm. You can just about get away with leaving these bolts unwelded but it is difficult to get the jaws of a spanner between the carpet and the runner extension when you are trying to mount the seat onto the runner extension.



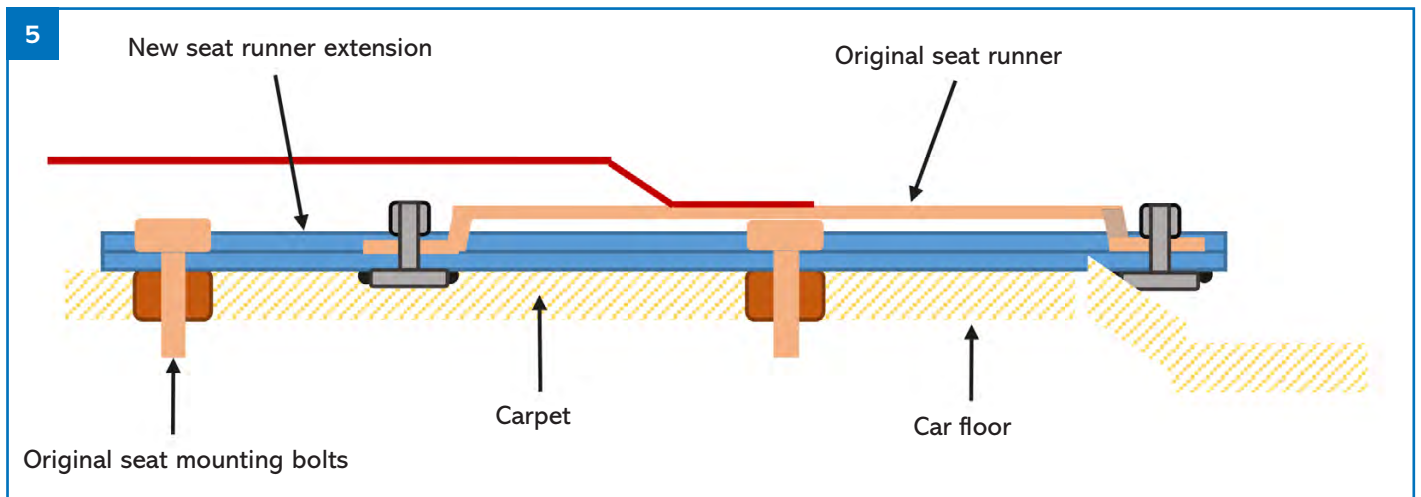
Paint the runner extensions with your preferred paint I find Screwfix zinc galvanising paint followed by Halfords matt lacquer gives a pleasant finish. Or you can cover them with vinyl to match your upholstery.

The runner extensions can then be bolted to the floor using the original seat fixing bolts. Make sure the small section of the angle is facing the inside of the seat (as per **picture 5**).

Leave the mounting bolts slightly loose first then mount the seat on top of the runner extensions. This will ensure the extensions are in the correct position to accept the seats. You can now tighten the front runner extension bolts then remove the seat without disturbing the position of the extensions and tighten down the rear extension bolts.

Now remount the seats and use some M8 nyloc nuts to hold the seat nice and tight to the new extensions.

Jonathan Moss (29136)



While we're on the subject of passenger comfort, Bruce Garbutt sent this picture of their cat Sophie enjoying their Stag.

VOITURES CLASSIQUES LE RALLYE DE FOUGERES 2023



We first started “rallying” when we lived in a small town west of Paris called Orgeval back in 2001. We had moved out of the 16th arrondissement so as to get away from the hustle and bustle of the tourist coaches going up and down avenue Kleber between Étoile and Trocadero.

Our dogs at the time, a long-haired dachshund, and a golden retriever, found it very difficult to perform their bodily functions on anything except grass – unlike the Parisian dogs. Whilst I was at work, my wife found a friend in Mme Patrick Rollet, aka Julie, a Brit married to a Frenchman.

Over a supper evening (we don't do dinner parties – my black tie no longer fits) Julie and her husband Patrick came to supper with other friends, Henry-Pierre and Isobel Gil. In this case another Frenchman but his wife is a Scot. Aside the wonderful meal cooked by my wife with the usual quantities of vegetables you see in English homes, the subject among the men came around to old cars. H-P already had a small collection stored in various garages around Paris, whilst Patrick had 3 cars. A 1930s Lagonda, an Aston Martin DB2/4 from 1955 and an MGB in snowberry white. Patrick, it transpired organised something called ‘Le Rallye de Fougeres’ which usually started away from Fougeres, then made its way to Fougeres. He also happened to have in his car that evening, the folder with all the applicants for the rally. These included photos of the cars, with entries from all over western Europe including the UK. By the end of the evening Patrick invited H-P and I to take part in the rally driving his Aston Martin. Aside that first rally we have a friendship that goes back to that time.

The range and age of some really beautiful cars struck both of us that first rally. Susannah was also concerned that I tended to work at weekends aside from attending the “embassy church” St Michaels and walking the dogs in the beautiful French countryside. Having sold my 8-metre sailing yacht to come to France, I was easily persuaded it would be a nice idea to buy our own classic car. So, I acquired a 1955 Alvis TC21/100 Grey Lady. This was a



regular entry for the Fougères rally being a pre-1960 car, unless it was being fixed etc. Only cars which were younger, but the production had started in 1960 were permitted to rally. This year the cut off is 1970.

So back to the rally and plans. Aside the brakes on the Alvis not being to a standard that I was happy with, my bucket list includes crossing the Swiss Alpine passes closed in winter. The plan was to cross these passes at the end of May before the rally. The web site "Alpenpass" however indicated this was not possible. Nonetheless we had entered the Stag, so we would rally in the Stag. Having the benefit of a small French pension paid into our French bank account, my wife was keen to get to France a few days early and have time to relax enjoying good French cuisine and walking our current dogs, a Border Terrier and a golden Labrador Retriever. We crossed from Poole to Cherbourg the Stag loaded to the gunnels, including dog food pellets and wet weather gear as the forecast was for possible thunderstorms on the Friday.

We landed in the early afternoon and drove down on the motorway standard dual carriageway RN13 to St LO, then across on the D999, then onto A84 to Avranches turning off for our first night at Ducey. "L' Auberge de la Selune" is a small family run hotel with an excellent cuisine and range of wines. Conveniently close to "le Mont St Michel" and good road communications into northern Brittany, we set off gently the following morning to where the rally started, the spa and casino town of Bagnoles-de-l'Orne. Susannah had booked us in for two days at "L' Hotel Bois Joli" which happened to be just a few hundred metres from the park for the start of the rally on the Friday. We enjoyed two excellent evening meals with nearby woodlands to walk our dogs morning and evenings.

The weather by this time had decided on staying hot and sunny without any sign of rain or thunderstorms after all. 26/28 degrees C and near clear blue skies, with the forecast for this to continue well into the following week. We were both struck how the French farmers were already harvesting their first crops and could well benefit from a second crop. By the second day the cars for the rally started to arrive. A couple of pre-war open top Rileys (Kestrel 9 saloon and 12/4 Lynx Tourer) driven by hardy husband and wife teams all covered up. Then a Lancia Flaminia Touring from 1962 driven by a French couple.

Next morning all the entrants to the rally had to drive past our hotel. A speech by the Mayor of Bagnoles de l'Orne, lunch and off – except for us. We had booked a vet's appointment for the dogs to certify they were fit and well to travel back to the UK. With a window of between 5 days max and at least 24 hours before departure back, meant Friday was the only day we HAD to get the dogs certified. The advantage however we had a near clear run following official rally roadbook without getting caught in a concertina accordion at every junction or turning.

In contrast with our roads around the UK, we were amazed at how good the French roads were. Hardly any potholes even on the very minor roads. Smooth tarmac almost everywhere. Apart from the 20 mph through small





villages and hamlets, we were able to keep up a nice 50 mph with the engine barely turning over thanks to the Tate & Lewis gearbox. When we did find ourselves in the long convoy of some 170 cars, there were times when we were behind classics that were emitting unpleasant if unseen odours. That was when the 145 bhp of the Stag allowed us to accelerate and pass quickly – much to the annoyance of the drivers of the offending vehicles.

Whilst the first day was a drive from Bagnole de L'Orne to Fougeres, the second day from Fougeres took us up towards Le Mont St Michel and back via the scenic country routes. Again, we preferred to hold back to let the convoy get ahead. Lunch – important in France – was held at a hippodrome not far from Pontaubault, where some 240

people were fed and watered. Having arrived late as usual, our meal was hastily served in the hope we might catch up. We just about had when the participants were ushered out to drive off again, heading towards the village of Ducey, and then back to Fougeres the long way round. We were being followed by our French/Scottish friends, H-P and Isobel, in their lovely gold coloured Citroen DS Pallas from 1970. Suddenly they were no longer in our rear-view mirror. A quick phone call revealed they had broken down and were waiting for the flatbed that follows us on the rally.

We parked up in Ducey to walk our dogs by the river. A most pleasant interlude benefiting from the coolness emanating from the river. The Dogs undertook their bodily functions, and with the mess bagged up and dispatched into a waste bin, we headed back to the Stag and a further phone call from H-P and Isobel. The loss of hydraulic fluid was irreparable without a proper garage and ramp, so their rally was over. We would none the less meet up at dinner, being held at another race course outside Fougeres.

As far as we are aware there were no road accidents. However, at the dinner on Saturday evening at the Fougeres racecourse were traditional Breton cart horses pulling carts around for our enjoyment. This included rides on the carts. Susannah wanted a go, and as she hauled herself up, the horse moved forward, and she fell to the ground missing her footing. Two retired doctors were on scene as was the concerned husband. Unfortunately, she damaged her forearm and cracked a rib. The forearm is



healing well but the rib will take longer. The travel plan was to spend an extra day in France, but we brought our trip home forward by a day returning on the afternoon sailing back to Poole.

We decided that repacking the car was sufficient a challenge that we would not participate in the morning run, and went direct to the Chateau de Rouerie for a quick lunch with the other rally participants. At 14.20 or so we had some 150 miles or so we thought to make the 18.15 sailing. We motored up past Granville, Coutances, Lessay, and Valognes. It was very hot and we were concerned the dogs were overheating in the direct sunlight, we decided to drive top up. It was noisy and hot for us even with windows down and quarterlights open. We got behind numerous lorries, and when I could I gunned it again making use of the Stag horse power. We took one wrong turn and had to pass some of the lorries all over again. Hot frustration. At some point when we were near Valogne, realised that our journey was not miles but kilometers. I had become stressed about making the ferry when there was no need.

The rest of the journey was uneventful. The Stag was widely admired everywhere, did not let us down despite the hot weather, and achieved on the long runs over 30 mpg. Yes, the car is a great tourer. Our trip was around 500 miles to Fougères and back. Despite lower back problems, I slept like a log each night. And no it was not the wine!

Nigel Griffiths FRICS Rtd (28654)



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06/12/23

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

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

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

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

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

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

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NEW PRODUCT NEWS

STAG TACHOMETER REPAIR KIT

I am a member of the Stag Owners Club and an automotive engineer with a love of classic cars dating back to my teens. I started Clocks4Classics in 2012 selling a clock repair kit that I initially developed to fix the Smiths clock in my own classic car. The Clocks4Classics name will be familiar to your readers as I know that many fellow Stag owners have bought our kits.

New Tacho repair kit from Clocks4Classics

Following on from the success of their Easyfit tacho repair kit for Smith's RV and RVI rev counters Clocks4Classics have developed a new UniTacho kit suitable for a much wider range of tachometers including Smiths RVC type and tachos from other manufacturers.

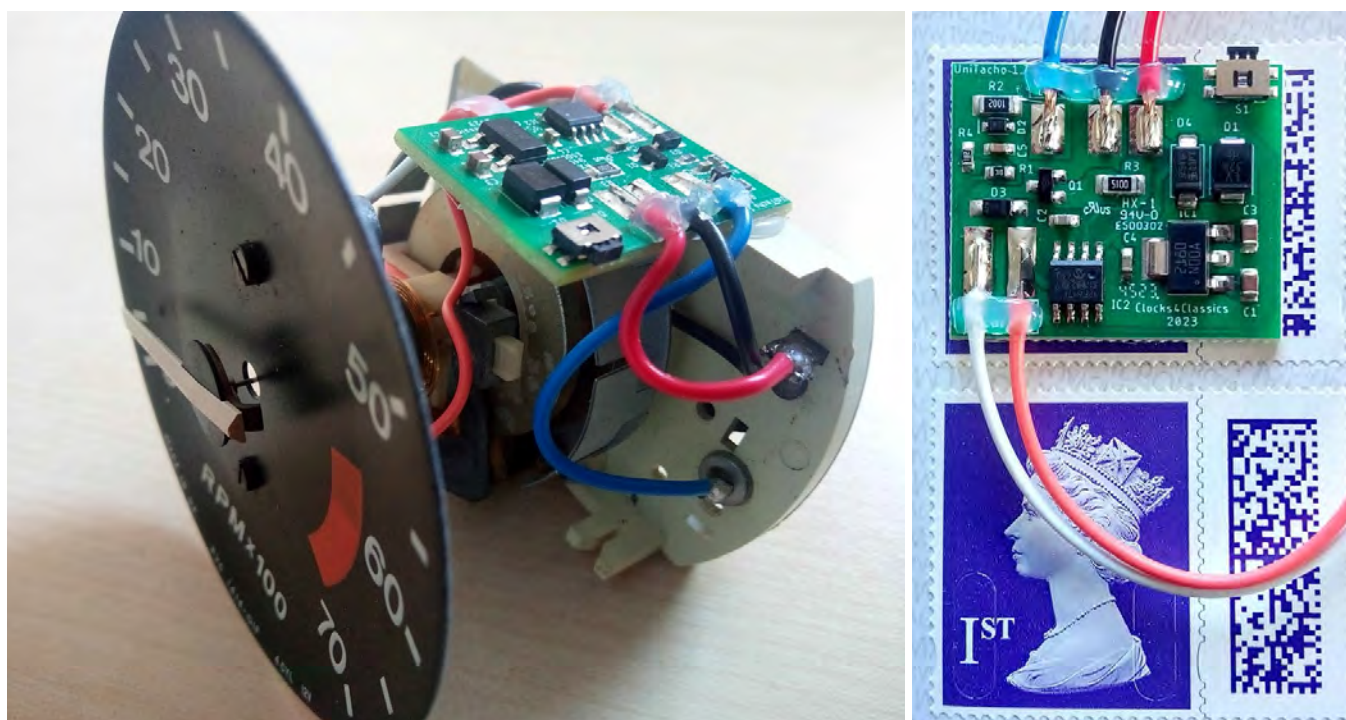
Rev counters often fail due to faulty electronics as many of the original circuit boards are now several decades old. Another issue is that some rev counters rely on a tacho generator to produce the drive signal. Over time these fail or become inaccurate and are difficult and expensive to replace. Upgrading to electronic ignition can also cause problems.

In 2022 Clocks4Classics released the EasyFit tacho repair kit which overcomes all these problems for Smiths RV and RVI type rev counters. This kit replaces the rev counter electronics with modern surface mount technology and the new electronics takes its signal directly from the ignition coil so no tacho generator is required. Suitable for 4, 6 or 8 cylinder cars with positive or negative earth and compatible with contact breakers or electronic ignition. Fitting the kit is an easy DIY task with no need to remove the dial or needle, no soldering required and the calibration process is standalone with no need to link to other technology.

Demand for a kit that works on rev counters from other manufacturers led Clocks4Classics to develop their recently launched UniTacho kit. Based on the same technology as the EasyFit kit the innovative UniTacho kit fits on a postage stamp! It can be fully fitted in the rev counter case so it is undetectable externally. The four point calibration gives greater accuracy and this kit works with a wider range of ignition systems including high energy systems. It also accepts digital tacho signals from an ECU.

Clocks4Classics are a trusted supplier, selling kits around the world and have an excellent reputation for customer service.

The EasyFit kit retails at £45 + P&P, and the UniTacho kit retails at £55 + P&P. To see which kit will solve your rev counter woes visit their website at www.clocks4classics.com or email Mark Willows at clocks4classics@gmail.com



OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

NORFOLK

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

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

First Tuesday each month - Noggin 'n' Natter 8pm+ Village Inn, School Lane, Little Melton, NR9 3AD just outside western edge of Norwich Southern Bypass. Browse <https://www.stonehouserestaurants.co.uk/> then put NR9 into search box and visit local website for menus etc. Park behind pub, use rear entrance & our room is first on right through the doors. We're a sociable bunch of mainly couples so please join us 6.30pm onwards to sample very good value food pre-meeting (no need to book).

April Noggin 'n' Natter was back at the refurbished Village Inn as planned. Lovely to walk into 'our' room to be greeted by the smell of paint & new (plush) carpet. 35 of us fulfilled the 'Noggin 'n' Natter' description as our sociable crowd illustrate in the photo. Do come & join us, we're not all 'greasy-fingered spanner jugglers' talking incessantly about cars! It's more like a relaxed night down your local pub catching up with friends.



We were suitably impressed that Phil plus Barry & Su were the only ones in their Stags tonight. Not sure if the horrible wet weather as we left made our embarrassment better or worse?

Kevin ran through past & future events, the latter as listed on our Google Calendar for 2024 & in Kevin's emails. If you want access to either of those media please just contact Kevin. Chris mentioned his ongoing bewilderment that his vibrant email Newsletters still appear to be disappearing into people's Junk Boxes. For the March edition, MailChimp tracking confirmed safe delivery to 121 members but 2 weeks later 31 of those people still had not opened it. That means 90 people enjoyed reading it (from the positive feedback) but 31 are missing out on assorted local happenings & items of interest. Are you getting yours? If not, send us an email via norfolk@stag.org.uk & we'll put that right – but please do check your Junk Box first for the last Newsletter email sent 24/03/2024.

Steve Bradbury advised us of a planned visit later this year to the East Anglia Transport Museum near Lowestoft. More details will follow when available from Kevin or at a future N&N.

Edward & Barbara Ramsey – yes, Norfolk's 'Senior Members' recently celebrated their Diamond (60th) Wedding - & they haven't changed a bit! Loyal, regular SOC members for many years (no. 13993) they are loved & respected by us all. So, we're proud to announce they





also got a card from the King & Queen ... not as important as this mention though surely? Well done Ted & Barbara, here's to Blue Sapphire after 65 years.

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

ESSEX

April club night was our Quiz night and a great evening thanks to Marilyn. This year there were no questions on car badges but going by how difficult some of the questions were, some of us wish we had more car badges! Thank you Marilyn for organising and to both of you for driving for so long and so far. Lovely evening.

By the time you read this, we will have had our Drive it Day run out, well supported, report to follow

This month we have the Little Baddow Open gardens, those who have not attended this before, it is very well organised and an opportunity to see other classic cars, stretch your legs and to take in cakes, tea etc from the open gardens. All monies raised go to local causes.

June 9th, we have a new run out kindly being organised by Ricky, and by now you will have received an email for names and numbers. This will be our Summer Picnic run. Thank you Ricky for organising this, very much appreciated.

We have had a lovely invitation from Trevor and Petrina to host a BBQ at their house on 6th July. Thank you to both of you. Again, an email will be coming out for names and numbers and further details to come nearer the time.

We have National Day at Brands on the 14th July, which is a sure bet to be a great event. Take camera.

August will be our Long Weekend in Christchurch, as I said last month, it's a long way off now but the earlier you book, the cheaper the hotel will be.

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.

Finally I pleased to advised that for our Christmas Do, we will back at the Eagle on the 7th December.

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

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

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

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

DIARY DATES

- ✔ May 2nd – Club night, Old Windmill
- ✔ May 18th – Little Baddow Open Gardens
- ✔ June 6th – Club night, Old Windmill
- ✔ June 9th - Summer Picnic Run
- ✔ July 4th – Club night, Old Windmill
- ✔ July 6th – Summer BBQ
- ✔ July 14th- National Day Brands Hatch
- ✔ August 1st – Club night, Old Windmill
- ✔ August 23rd – 26th – Long Weekend away

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com

HERTFORDSHIRE & N. LONDON

Hi All, Our April turnout was unfortunately only a slight improvement on March's with just six of us enjoying our landlord Chris' hospitality. Let's hope the various work and holiday commitments that prevented quite a few of the regulars from appearing, ease for May's meeting. There were no Stags in the car park this month, but if we have good weather next month we should hopefully start seeing them return in force.

Of course it did give us the opportunity to discuss in more detail which events we as an area would like to attend in the coming months. To aid us in this area, Paul and I are very happy to welcome Mary James onto the area committee, (such as it is) as Events Coordinator. Please join me in thanking her for taking on this role. Of course the best way to do that would be to turn up and participate in the events we are organising and you'll end up having a lot of fun too! To that end I have listed out below some events we are planning to attend in the near future. Your support would be greatly appreciated. By the time you read this,

the first event Mary has organised, a special route for Drive It Day on Sunday 21st April, culminating with a Sunday roast at the pub we used for our late Christmas bash in January, will have happened. We are hoping for a good turnout and praying for good weather! A report on the event will follow next month. To get updates on all planned events, do join our area WhatsApp Group. See either Paul or myself at a club night.

On a personal note I'm happy to report that my Stag has now returned from the winter it spent in Plymouth at A.M. Restorations, having welding repairs and a complete respray done. It looks fantastic, (but incomplete) as I now race to get everything back into it and get it up and running and back on the road in time for my daughter's wedding in June!

You are most welcome to join us at our meetings held on the first Thursday of each month at The Golden Eagle, Ashley Green from around 7pm onwards. The pub has excellent beer, food and atmosphere, especially on club nights! What are you waiting for?...

DIARY DATES

- ✔ Thursday 2nd May – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Sunday 12th May – Classics at The Villa, Villa Scalabrini, Green Street, Shenley, Radlett. WD7 9BB. Gates open from 9:30. £10 per person.
- ✔ Sunday 19th May – Chiltern Hills Rally, Weedon Park, Aylesbury HP22 4NN. Gates open from 10:00. £10 per person, Children 12-16 £5, under 12 Free.
- ✔ Thursday 6th June – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 13th June (TBC) – Shiny Car Night at The Red Lion, 56 London Road, Hemel Hempstead HP3 9TD. Join the TRs on their clubnight and view over 50 beautifully prepared cars.
- ✔ Sunday 16th June – Marsworth Steam & Classic Vehicle Rally, Startop Farm, Marsworth, HP23 4LL. £8 per person, Children £3. (cash only)
- ✔ Thursday 4th July – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Wednesday 24th July – Classics On The Common, Harpenden. Free entry from 2:00pm onwards to the biggest mid-week car show in the country celebrating 30 years with well over 1,000 vehicles.
- ✔ Thursday 1st August – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Saturday 31st August – Redbourn Classics Motor Show, Redbourn Common. Open from midday. Suggested entry donation £3 adults, under 16s Free. All prices above are for non exhibitor entries. If you wish to enter and show your 25+ year old car, please check their websites as prices range from £8.50 to £12.

We have also been invited to organise a visit to the Buckinghamshire Railway Centre as the contact there seems very keen to get some Stags in and can arrange a separate enclosed parking area for us away from the general car park! More news on that soon.

Peter Goodman.

Paul Harrison

Mobile: 07710 316558

Email: p_harrison63@hotmail.com

BEDFORDSHIRE

M arch Natter and Noggin

The Natter and Noggin was starting well with us all settling down with our drinks and chatting when the chef came out of the kitchen asking us all the leave, The Kitchen was on fire! Luckily the rain had stopped and we took our drinks and all joined the other restaurant goers in the carpark. Soon the manager was ushering all to the back of the car park where two of our stags were parked, which now attracted some admiring glances from some of the restaurant guests. Soon three fire engines arrived and it did not take long before we were given the all clear and allowed to return inside to continue our discussions. Ken Symmonds enlightened us on his engine removal and clean up of the engine bay (see some pictures Ken sent me)



Note, May and June Natter and Noggins I will not be available to attend as on both dates I will be on holiday (two different hols)

Drive it Day

Look out for report in the next magazine.

Up and Coming events

May 19th Sunday Chiltern Hills Rally Weeden I will not be organizing a club stand but if you wish to be together I suggest you meet up on route and arrive together.

July 14th Kimbolton Country Fayre & Classic Car Show clashes with the National Day at Brands Hatch and I will be attending the National Day. However I have requested an area for the Stag Club and will be getting details on how to get tickets to display your Stag on the club area, and will pass this information on to those wishing to go as soon as I have the details.

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

First cancelation of the season

Tuesday 10th April Oakley sports and social club car meet was cancelled due too much rain with a water logged field. This is a repeat of last year, lets hope it does not have anymore cancellations this year due to rain.

Future Natter and Noggins

All Natter and Noggins will return to the Red Lion Elstow MK42 9XP 7:30pm onwards.

What's App group.

Howard started the conversation with the report he had put his Stag Registration into Google and found pictures of his Stag going to the New Years day meet at Stony Stratford. This set off a few posts of Stag pictures of members cars from Google search. But Paul Taylor put his Registration in (CBD) and only got adverts for CBD oils.

Bedfordshire Web Page

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

DIARY DATES

- ✔ 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 Noggins 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 Noggins 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 Noggins 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 Noggins RED LION Elstow MK42 9XP
- ✔ 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

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SUFFOLK & N.ESSEX

The pace of events is picking up now and we have a full calendar for the rest of the year. Thanks to Neil we are booked in to the Maldon Motor show which, after a good few years absence, is back later in the year on the 15th of September. I will probably be living in my stag by then as that will make six weekends on the trot. For the full list visit our page in the member's area. April's N&N was packed out with probably the best attendance this year.

Our WhatsApp group has been busy with the normal chit chat. Then suddenly a photo of two very early, brown and gleaming stags appeared. They are owned by Alan



Brooks who has recently joined us at the George. Alan is a long standing club member (38) who has owned this stag since 1977 - it featured in the Nov 17 magazine and is now back out of hibernation in its original colour and looking superb alongside his other stag which he bought to recreate the wedding picture with his late wife before she died. The stag was then sold when he moved, he has since restored his original stag to sienna and when the opportunity arose he brought the other one back. Truly a "love affair with the Triumph stag"

This once unpopular colour is now on the up and we have at least 4 in the area.

Next time we will have been out on Drive it Day and the Ipswich to Felixstowe run so plenty happening in Suffolk & N Essex

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

- ✔ 1st May N&N The George. Hintlesham IP8 3NH
- ✔ 5th May Ipswich to Felixstowe Road run
- ✔ 27th May East Anglian Railway Museum
- ✔ 5th June N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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

Tim Hart

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CAMBRIDGESHIRE

Our Leader Rod Kennedy is taking a 3 month break touring Australasia and therefore you will be hearing more from myself and Ken Woods during Rod's absence.

Our 2nd event this year had some ups and downs. We all met at Brampton and it was good to see our new member Bryan Davies and his wife with their very pretty blue Stag. The 38 miles run proceeded through 15 of the most picturesque villages in Cambridgeshire. We all had a surprise when in St Neots as contractors, on a Sunday, had decided to close the main road for re-surfacing and we had to negotiate the diversions to get back on track. Whilst leading the procession towards Gransden my Stag decided to go no further due to an electrical fault. Bonnet up and an open forum produced no satisfactory conclusion. I needed to call the RAC who would speed to my recovery in two and a half hours. The rest of the group continued the journey to our lunch time venue at the Green Man, Shepreth. Coincidentally the Green Man was adjacent to Robsport International, the Triumph specialist

garage. Back in Gransden with my Stag a local approached me and offered a jump start. I then remembered that in the boot I carry a battery power pack and hey presto the car started. I cancelled the RAC attending but was too late to join my fellow Stagers at the Green Man. The rest of our group, I am told, enjoyed a lovely Sunday Lunch and a lot of conversation about cars and everything under the sun.

The N&N meeting on the 17th April discussed venues for future N & N meetings. We considered the size of the county and decided to use a variety of venues across the area to give all members a better opportunity to attend. The venues will be announced directly to the members by email and also feature in the monthly magazine.

The new email software I am now using has identified some errors to members records which have now been corrected. However, should any member not be receiving emails then please contact me and I will correct the situation.

Our next event on Sunday the 19th May is at the Bottisham Airfield Museum Classic Car and Bike Show. Car entry is free and you will have free access to the museum. The event is usually well attended and there is an excellent café on site. I hope to see you there and put on a fine display of Stags.

DIARY DATES:

- ✔ 15th May N & N at George & Dragon, Elsworth CB23 4JQ
- ✔ 19th May Bottisham Airfield Museum Classic Car and Bike Show (All Day)
- ✔ 16th June National Horse Racing Museum Classic Car Show, Newmarket (All Day)
- ✔ 19th June N & N TBA
- ✔ 14th July Drive to Great Gardens in the Fen (including N & N) (All Day)
- ✔ 10th August Denny Abbey & Farmland Museum (Provisional)
- ✔ 21st August N & N + BBQ & Quiz TBA
- ✔ 8th Sept Lunch with the Crocodiles @ Johnsons of Old Hurst + N & N
October Treasure Hunt TBA

Rod Kennedy

Tel : 07501 448516

Email: cambridgeshire@stag.org.uk

NORTHANTS

Hello all

It has been a long time now that Northampton area has been without a co ordinator and therefore the national committee have agreed to combine Northampton with Bedfordshire area for a temporary time until Northampton has a co ordinator again.

Roger Kennedy

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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

SOUTH BIRMINGHAM

N

oeel's Notebook

Our April N&N meeting was well attended with the usual banter and laughter filling the room and creating a great atmosphere.

The renovations to the venue are almost complete and I was delighted to see that the drawing of a Stag we acquired some time ago is finally on display. It's mounted on the new internal wall in a prominent position above the archway that divides the bar area from the newly designed dining area, as the picture illustrates.



Andy was telling me that his car has been up on the lift for some time waiting to have new front hubs fitted. Unfortunately he is so busy with his day job that he has had no time to complete the job. I am sure he will get 'around tuit' eventually and I look forward to see the photographs of the project in due course.

Gary brought his laptop along to the meeting and was sharing his photos of the work he has done to his car over the years he has owned it. Quite a comprehensive archive and interesting to see. Not to mention a fascinating trip down memory lane.

I happened to mention that the Day Light Running lights I recently fitted to my car on the drivers side didn't

work when I got the car out a few days ago. Looking into the problem I found that the earth strip inside the bulb holder was not tightly connecting the rind of prongs that hold the part in place. As a result the earth connection was broken. Gary told me that he experienced the same problem which he cured with a blob of solder whereas I tapped down the ring with a small screw driver and a few careful taps with a light hammer. Very poor design in my opinion that you also find in the rear light clusters. Still a good example of 'more that one way of skinning a cat'!

Well the weather has been pretty miserable so far this year so not much going on. Too cold and wet. Surely we deserve some dry warmer days so lets hope the coming months provide some. We will then be able to get any jobs done and enjoy our cars. Fingers crossed.

DIARY DATES

May

- ✔ 4 / 5 Speed into SpringShelsley Walsh WR6 6RP
- ✔ 11 / 12 Marches Transport Festival Ludlow Castle, SY8
- ✔ 11 Bidford Vintage Gathering Honeybourne Road Bidford On Avon Warwickshire B50
- ✔ 18 Redditch Classic Motor Show, Redditch Town Centre, Redditch, Worcs. B98 8AA
- ✔ 19 Classic Wheels Rutland Showground, Showground Way, Oakham LE15 7TW
- ✔ 27 Bowling Green shaw Lane, Stoke Prior, B60 4bh

June

- ✔ 1st/2nd Best of British, Shelsley Walsh, WR6 6RP
- ✔ 8th Hampton Ferry Car Show, Boat Lane, Evesham, WR11 4BP
- ✔ 9th Footman James Coffee & Chrome, Chateau Impney, Droitwich, WR9 0BN
- ✔ 16th Father's Day Motor Show & Autojumble, Ragley Hall, Alcester, B49 5NJ
- ✔ 22nd Feckenham Wake, The Square, Feckenham, B96 6HY
- ✔ 23rd Standard Triumph Picnic, Walton Hall Hotel, Wellesbourne, CV35 9HG
- ✔ 29th Bike Bonanza, Shelsley Walsh, WR6 6RP
- ✔ 30th Vintage Meeting, Shelsley Walsh, WR6 6RP
- ✔ TBC Bowling Green, Shaw Lane, Stoke Prior, B60 4BH

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

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NOTTS/DERBY

We had 22 members, so not a bad turn out and once Phil had gone through the various events we had a presentation for Beccy to thank her for all her efforts with the raffle, big birthdays, and of course the sending out of the raffle money to our chosen charities. She also read out a thank you card from Ashgate Hospice in Chesterfield.



Lesley and Ian have recently celebrated their 50th wedding anniversary so came with cakes, strawberries and cream for us all to share. A spare cake was added to the raffle and Nicole ended up winning it.

Hopefully by the next meeting we might have had a dry weekend and a few more Stags will have been out. I went to a members breakfast meeting at the Great British Car Journey on a fairly wet day, mine was the only classic car in the car park apart from the events organisers Triumph 2.5PI

Andrew

New members

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

WhatsApp Group

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

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

us.

Our next meeting is on Wednesday 1st May 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

- ✔ 11th- 12th May Ludlow Spring Festival
- ✔ 19th May Tally Ho Classic Car Run www.crookedspire-classic.co.uk
- ✔ 27th May Rolleston Transport Festival
- ✔ 1st June Coventry Motofest
- ✔ 9th June Nottingham Motor Show
- ✔ 16th June Crooked Spire Classic Run www.crooked-spireclassic.co.uk
- ✔ *18th June Eckington Classic Show 3.00pm – 8.00pm
No booking required
- ✔ 22nd – 23rd June Ashby Steam Festival
- ✔ 23rd June Standard Triumph Picnic, Walton Hall, Warks
No booking required
- ✔ 23rd June Carsington Water Classic Cars
- ✔ 28th – 30th June Interclub International, Malvern
- ✔ 6th – 7th July Elvaston Castle Steam Rally
- ✔ 6th – 7th July Cars in the Park, Lichfield
- ✔ 28th July Ashover Classic Car and Bike Show
- ✔ 3rd-4th August Hebden Bridge Vintage Weekend
- ✔ 11th August Ilkeston Classic Car Show
- ✔ *17th August Barlow Carnival
- ✔ 23rd-25th August Silverstone Classic
- ✔ 25th August Gloucester Goes Retro
- ✔ 26th August Pershore Plum Festival
- ✔ 8th September Area Day and Triumph Day Great British Car Journey
- ✔ 14th – 15th September Road, Rail & Ale, Statfold Railway

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

WORCESTERSHIRE

March saw us challenge the Cotswold Area to a shooting competition at The Fox Inn, Monkwood Green Worcester.

There was an imbalance of numbers from the 2 teams so we decided to shoot as individuals. Highest score from 3 shots.

It was tense right to the end but we had a tie for top spot, Ian Roberts from the Worcester Area (The Fox was his local so he had home advantage) and Mark Jackson from Cotswold Area. Nearest the bull decided the final outcome with Mark claiming the win. Never mind, second place for Worcester isn't too bad.



- ✔ 6 July - Family Day and Classic Car Show - Highnam Court
- ✔ 14 July - SOC National Day, Brands Hatch
- ✔ 20/21 July - Classic Nostalgia, Shelsley Walsh

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

Tel: 01684 566106 knightsyard@btinternet.com

SOUTH CHESHIRE / NORTH STAFFORD

Our first Classic Car show this year will be at Capesthorpe Hall in Cheshire on Sunday May 26th and if you wish to go to this event then please arrange your pass with CLASSIC SHOWS ON LINE or pay on the gate when you get there and come and join us for the day

The next event will be on Sat and Sun 1st and 2nd June at Tatton Park in Knutsford Cheshire. All of the passes have been allocated already, give me a ring to see if there are any passes left if you want to display your Stag.

On the 14th July Nigel Cross the West Lancs Coordinator has a classic car event at Caerwys in Wales and if you would like to 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 .

On 11th August we shall be joining Nigel and his West Lancs area at The Wirral classic car club display at Claremont Farm in Wirral.

There followed a very nice buffet, all we could eat for a fiver.

Another enjoyable day out, we need to get a return match in the diary.

DIARY DATES

- ✔ 2 May - N&N 19:30 for 20:00 The Oak
- ✔ 17-25 May - Laon Historique
- ✔ 25 May - Motul Shelsley Walsh Hill Climb
- ✔ 6 June - N&N 19:30 for 20:00 The Oak
- ✔ TBA June - Confetti fields, Pershore
- ✔ 28 - 30 June - Inter club International Weekend, Malvern

On Sat and Sun 17th and 18th August we shall be at Tatton Park for the Passion of Power car show and if you would like to display your Stag on our stand for either day or both days then please ring me because these passes go very quickly.

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

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

See you there, JUDY.

Judy Harrison

Tel: 0161 748 4608

WARWICKSHIRE / LEICESTERSHIRE

This is it! The season is on us and we have a pretty full schedule so far, let alone impromptu or yet to be planned events coming up.

I've been rather busy of late sorting out a few jobs that have dragged on, and of course I've left a few jobs alone to keep me well occupied going forward. Sam and I did manage to replace my shed roof over a couple of weekends. That'll see me out! I've had a set of Stag rear springs and shockers for over three months now and still haven't got around to fitting them.

The events we have planned up to now have attracted a good response from our members and we're looking forward to a vibrant year. The Drive-it-Day will have happened by the time you're reading this, and it should have been sight to behold. 20 cars were booked in, so let's hope it was a good as we expected.

Projects update. 2k is almost there now with a few minor tweaks still needed. She drives well and only some routine maintenance jobs really remain. All four wheels need tracking and the engine needs head re-torquing, and a good tune-up wouldn't go amiss. No progress on the GT apart from some paper-based planning. The loft model railway is progressing well though. The weather has been a real thorn in the side of course with trying to achieve anything outside, apart from brushing up my front crawl.

See you all soon.

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

Tone and Di

DIARY DATES

WARWICKSHIRE –Our regular monthly meetings will be held on the first Tuesday evening of the Month at the COCKED HAT, Rugby Rd, Binley Woods, Coventry CV3 2TA from 7pm, unless otherwise advised below.

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

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

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

Recurring events.

- ✔ 1st Sunday of the Month – Middleton Hall nr Tamworth. - £5 per car. Just turn up? (we're checking)
- ✔ 2nd Thursday of the Month – Southam Meet. Just turn up.

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

May

- ✔ Sat 11th – Daventry. MotoFest. Individual entry only. Not doing as a club.
- ✔ Sun 19th – Rutland Classic Wheels. Let me know if you booked directly.

June

- ✔ Sat/Sun 1st/2nd. – Coventry. MotoFest. Let Steve Cox know if you are going please.
- ✔ Sun 16th – Leamington Spa Cars at the Spa. Book direct but let me know if booked.
- ✔ Sun 23rd – Standard Triumph Picnic – Woodland Grange Leamington Spa. Just turn up.
- ✔ Sun 30th – Princethorpe College annual Fete and Classic Car Show. Let me know please

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

SHROPSHIRE & SOUTH STAFFORDSHIRE

DIARY DATES

N&N's are held every second Tuesday at The Lamb Inn, 29 Shrewsbury Road, Edgmond, Newport, TF10 8HU.

- ✔ N&N - 14th May
- ✔ N&N - 11th June

Steve Ellison

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OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

WEST YORKSHIRE

Well, April has arrived and many of us have now put our cars back on the road all serviced and ready to go, just hoping for some decent weather. I know by all accounts that March was supposed to be the warmest on record, but it must have been the wettest too and the way April is going we will soon be getting webbed feet.

We in the West Yorks area started April off with a run, Namely, The April Fools run organised by the Yorkshire thoroughbred car club. We have been joining them now for many years and they never seem to disappoint. Meeting up in a large Asda car park in Wakefield, the sun shining I counted 13 stags joining in with other marques from YTCC. The plan was to set off at 11 although, with a large gathering, it seemed difficult to get an organised set off hence some had set off early which might have been the wisest of decisions in hindsight, as the nearer we got to the Pennines the wetter it got. After traversing many a steep hill and tight bends with sheep-laden roads we arrived at The Pack Horse Inn at Hardcastle Cragg. There the ones that did not have their roof up when they set off, but soon did so as not only did we have the rain it was joined by a howling wind. While some of the group decided to take lunch others just stopped for a drink and a chat before heading off and continuing the few miles left of the run which terminated at Boundary Mills Shopping Centre, while those that hadn't eaten earlier took advantage of Banny's fish restaurant while others, mainly



Ladies' Tenpin Bowling trophy to Ian Leadham

the wives took charge of the plastic card in the Mills and the men taking coffee.

At our last Noggin & Natter which was a bit rushed due to time constraints and the fact there had been a major accident on the M62, which was making some members late in getting to the meeting, I held it back for as long as I dared hence had to jump some of the items on our agenda which I know may have been a bit confusing. But one of the items covered was the handing out of the Ladies' Tenpin Bowling trophy to Ian Leadham to give to his wife as it was announced that she should be the one to take the title for the year

DIARY DATES

May

- ✔ 5th Sunday Thoresby Hall booking via classicshows.org
- ✔ Monday 6th Crow Nest Park <http://www.ytcc.co.uk>
- ✔ Sunday 12th Leeds MG & CCC Tadcaster CCS LS24 9AP



The April Fools Run

- ✔ Sunday 12th BURTON AGNES HALL (EYTCC)
- ✔ Sunday 19TH The Little Ouseburn Open Gardens event (doug@boroughbridgeinsurance.co.uk) is situated between Harrogate and York on the B6265
- ✔ Sunday 19th Stag Euro Trip
- ✔ Sunday 26th Thorton Le Dale, Show Home - TDSA Classic Car Show (tdsacarshow.com)
- ✔ Monday 27th Ripley Show www.greatbritishmotorshows.com

June

- ✔ 2nd De-Lacey 7 Dale Car Run
- ✔ 7th Cottingham Parks. (EYTCC)
- ✔ 9th Harewood House www.greatbritishmotorshows.com
- ✔ 9th Locke Park. (YTCC) http://www.ytcc.co.uk/
- ✔ 14th Humber Bridge. (EYTCC)
- ✔ 15th Blane show DN14 OEH
- ✔ 16th Castle Howard www.classicshows.org
- ✔ 19th Beverly Midsummer Show (EYTCC)
- ✔ 20th Stag Golf tournament Otley Golf Club
- ✔ 23rd Carlton Towers (EYTCC)
- ✔ 30th Malton Agricultural Show (EYTCC)

Wayne Day

Email: westyorkshire@stag.org.uk

NORTH YORKSHIRE

Andy and I are as ever busy and cannot commit the time to organise events as we have done previously, for which we can only apologise.

Below is a list of events which we hope to attend during the season so please book yourselves in and if asked state Stag Owners Club which should put our entries together.

Rachel and I will be staying at the now usual venue for North Yorkshire Triumph Weekend over the weekend of 17th to 19th May. It would be great to see some familiar faces joining us - again just book with www.grousehill.co.uk and put Triumph weekend in the comment box.

Should anyone wish to take a part in organising things please don't hesitate your input will be very welcome.

DIARY DATES

- ✔ 17th - 19 May North Yorkshire Triumph Weekend - Grouse Hill Camping, Glamping and Caravan Park, Fylingdales, nr Whitby
- ✔ 21st July Newby Hall Historic organised by NECPWA - book on website www.necpwa.org
- ✔ 28th July Ripon Old Cars gathering - Ripon Racecourse (if sufficient interest I will book a 10 car stand as usual at £30)
- ✔ 10th - 11th August Croft Historic weekend
Hopefully see you all out and about soon
Andy Maughan

Andy Maughan

Mobile: 07762 543920

Email: asmaughan@ntlworld.com

CLEVELAND & CO DURHAM

Thanks to Roland for inviting us to join Northumbria on their run to Featherstone Castle on 23rd March. Three stags met at West Auckland, Eric & Anne, Ian & Christine and Sylvia & me before following the A68 as far as the Errington Coffee House. We had a wait of about twenty minutes for Roland's convoy to arrive and we tagged along behind for the remainder of the journey to the castle. It was cold and windy, but inside two fires had been lit for us and tea/coffee and scones laid on. We were given a short history of the castle and surrounding area by the owner, John, and his nephew, Simon.

DIARY DATES

- ✔ May 25th, Ushaw Classic Car & Bike Show.
- ✔ May 26th, Thornton le Dale Classic Car Show.
- ✔ June 1st Andrew Hardy Classic Car Show, Thornley Hall Farm.
- ✔ June 2nd, West Hartlepool Rugby Club.
- ✔ June 23rd, Barnard Castle Classic & Retro Car Meet £5 per car entry, goes to charity.

Don't forget we are invited to join Northumbria on any of their castle runs, we will be arranging meeting times and places to take part.

Mike

Mike Reeve

Tel: 01642 710101 michaelreeve121@btinternet.com

NORTHUMBRIA

On 23 March two convoys of Triumphs, each comprising members from SOC and the TR Register, met in a pre-planned seamless rolling RV at the Errington Coffee House (thanks to Ian for the logistics) to drive along the Roman 'military road' on our first Northumbrian castle drive of the year through fabulous Northumberland scenery to the privately owned Grade 1 listed 14th century Gothic Featherstone Castle in the south Tyne valley near Haltwhistle. The family owners had arranged coffee and scones with jam & cream and two lovely log fires were already blazing for us! We assembled in the lounge for a talk by the owner John Clark and his nephew Simon; we heard how the castle played an important role in battles between the English and the Scots and how during World War II until 1948 there was a POW camp for German Officers in the grounds - several of us inspected the derelict remains which are not normally open to the public and we saw the modest memorial plaque at the former entrance to the camp. Our display of 13 Stags, 2 TR7s, one each of TR6, TR5 and TR4 in front of the castle was formidable. Thanks to Mike & Sylvia and Eric & Anne from Durham & Cleveland and five TR Register



18 Triumph owners enjoying a private tour at Featherstone Castle

members for joining us. Together we were pleased to donate £250 towards upkeep of the estate.

To take advantage of unusual sunshine we arranged a last minute early morning N&N on Easter Sunday - meeting Malcolm (thankfully healthy following a successful operation), David and Mike; four Stags drove the country Beehive Road before splitting homewards in time to prepare vegetables for Easter Sunday lunch.

All members are welcome to join us on any of our drives – especially Cumbria members and anyone touring in their Stags from distant places.

DIARY DATES

- ✔ 19 May - coffee & scones at this most private family owned country house and stable block built around 1800 on the secluded north bank of the River Tyne west of Bywell – guaranteed no one will have visited this estate before – it's an absolute gem - don't miss this one-off opportunity which is unlikely to be repeated.
- ✔ 2 June – Thirlestane Castle BVAC Festival of Motoring classic car show – quality family 1000 car whole day event in the Borders (John Lewthwaite East of Scotland) – lots of Stags already going – convoy details tbc
- ✔ 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. This is our SOC event of the year – a majestic castle and this opportunity may never be repeated.
- ✔ 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 who helped us secure this visit; we will park for photos in front of the fabulous 17th century grade 1 listed private country house incorporating a 14th century pele tower near Whittingham in north Northumberland for coffee & scones, private tour led by current resident who is a historic car enthusiast, small museum and unique photo opportunity from the castle roof.

- ✔ 21 July – Newby Hall classic car show organised by NECPWA
- ✔ 28 July – drive to the north of our Area for coffee & scones to park in front of a grand Georgian neo-classical private 19th century stone country house with views over Budle Bay near Bamburgh; the property was once owned by the captain of HMS Bulldog which captured U-110 and seized its Enigma cypher machine with codes during WWII.
- ✔ 25 August – drive with TR Register along the Roman Wall towards the Northumberland National Park for coffee & scones at a fabulous yet little known large family owned Grade 1 listed Castle used for film sets on the River North Tyne – our final private castle of the year and another visit which is unlikely to be repeated.
- ✔ 19-22 Sept – Isle of Man Festival of Motoring organised by SCT
- ✔ 29 Sept – Beamish Museum Classic Car Show organised by Necpwa
Roland & Brian

*Roland Tate
rolandtatetcf@gmail.com*

LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required
Please contact the Regional Co-ordinator

OUT & ABOUT

N O R T H W E S T

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

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

Early April saw the first of this season's events when four Stags joined in with a number of other local clubs for a run round Cheshire villages on Sunday 7th. It certainly proved to be a fun day and something different for us. Polly has offered to contribute a more detailed summary of this trip, so look out for that.

Not much else to report at this point. Our Drive it Day run out to Holmfirth on 21st April will be reported next month. We then crack on with the busiest few months of the year as listed below so there is plenty to keep people involved and I hope the better weather will turn up soon and allow us to make the most of our cars.

Due to the number of events in May, we do not have time to fit in a scheduled meeting but feel free to give me a shout if you need specific details or just drop in and say hello if you see us out and about.

Nick Rowland

DIARY DATES

May

- ✔ 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

The Easter Bonnet Run

The Stags of the North West are always up for something new and a suggestion this year was the 'Easter Bonnet', a charity run in aid of Cancer Research. The day started at Smallwood Village Hall with tea and biscuits. In the car park there the effect of being so close to Crewe was showing with so many beautiful Rolls-Royces and Bentleys turning up for the run. Lovely cars covering many decades. We also had two little Bonds that looked like they were going to blow away with their open tops and three wheels! They did smell nicely of two stroke though.



Soon we were heading out with some thorough notes to follow and many, many questions to answer. Having, eventually, found parking spaces for four Stags in Knutsford, we wandered around finding inscriptions on towers and distances on milestones. Some decided to take an early dive into a coffee shop but we soon headed towards Lymm to answer questions on Stone crosses and bakeries. As the weather was getting increasingly brisk, wet and windy, some drivers and navigators found the answers easier to find from Google rather than take the actual walk round and, by the time we got to Appleton Thorne and then Stretton (rain) enthusiasm was beginning to wane in the Booker wagon. Having gone into orbit around Waitrose in Northwich the writer, and her driver, were getting a little fed up and in need of a tea break.

The decision to dash back to the finish line for the prepared lunch was taken and, I'm afraid, we missed out Elworth as we were already running an hour late. At the Village Hall in Byley, we gathered back together and a chance to relax with friends over a cuppa and a very



welcome sandwich and cake provided by the organisers.

As the theme for the day was 'Easter Bonnet' there was a Decorated Hat competition. Some success for the group with John Chadderton winning 2nd best Man's hat! (Well done Sally).

NORTH LANCASHIRE

Hi All. Getting ready for our first event this year, it is Drive it Day on the 21st, up to press we have 8 cars signed up although some may have to be their daily drivers as you will see later in this report. This year we are changing our format we will be starting at 13:00 covering a total of around 110 miles on quiet roads split into two halves with a 1 hour coffee and cake stop at the half way point and will finish around 18:30 for an evening meal before we all go our different ways home. The report of the run will be in next months magazine.

We had our April N&N last night and had a buffet put on at the pub for only a £5 per head and it was very successful, there were 17 people there.

I caught up on the work being done on various stags, Brian's engine is back in set up and running, just a few little bits to put it back on the road for Drive it Day. Phil's stag had run hot since he bought it after not being used for a long time but it was not overheating, He was

not happy with the situation so decided to get to the bottom of the problem. He did a complete strip down to find lots of muck and sand in the block with both drain holes blocked solid also waterways from head in the inlet manifold partly blocked. All have been thoroughly cleaned and jetted out so the car is now being put back together, I am sure he will have found the problem, hopefully back on the road soon. Mick has had his Rover engine in his stag rebuilt but is waiting for some tubular manifolds being delivered hopefully for Drive it Day.

That's it for this month

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

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

DIARY DATES

✔ April Sunday 21st Drive it Day

May

✔ Sunday 12th Run out details to be confirmed

✔ Sunday 19th Lytham Hall (£8.00/car) For club stand we need 5 cars

✔ Sat-Mon 25/26/27 Chipping Steam Fair preferred day
Sunday 26th

June

✔ Saturday 1st Tatton Park

✔ Sat/Sunday 1-2nd Heskin Steam Fair preferred date
Sunday 2nd

✔ Sunday 9th Hark T Bounty steam meeting

✔ Sunday 16th John Whittaker Run details to be confirmed

✔ Sunday 23rd Hutton in the Forrest show (£7.00) For club stand we need 5 cars

✔ Sunday 30th Fylde Vintage show

✔ Sunday 30th Townley Hall alternative venue

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 looking forward to the start of the new season when members scattered across the North West and North Wales can get together again at shows.

The first event is the May one at Claremont Farm which several of us missed last year as it clashed with the ESM in Scotland. The second event at Claremont Farm is the North Cheshire CCC show, and this is now confirmed for 11th August. Last year it clashed with Tatton Park!

The events I am aware of so far are as below. Please let me know of any others you may be aware of which might be of interest.

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 (mention S.O.C.). 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. 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.
- ✔ 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 11th August Claremont Farm. Let me know if you want to go and I will book a stand (free to enter)
- ✔ Later season events, booking arrangements to follow:-
- ✔ Sat/Sun 17th/18th August Tatton Park
- ✔ Sun/Mon 25th/26th August Capesthorpe Hall
- ✔ Mon 26th August Prestatyn
- ✔ Sun 1st September Arley Hall

Nigel Cross

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NORTH WALES

Peter Tolhurst

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OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

WEST OF SCOTLAND

We are all looking forward to getting the stags back on the road for Drive it Day, with the shows starting shortly afterwards.

DIARY DATES

- ✔ May: 12th Bridge of Allan (Fully Booked)
- ✔ June: 09th Erroll (Fully Booked)
- ✔ June 29th /30th Moffat (Fully Booked)
- ✔ July: 13th /14th Glamis (Fully Booked)
- ✔ Aug: 11th Biggar
- ✔ Sept: 7th /8th Scone (Fully Booked)

Meetings continue to be held at the Redhurst on the 1st Tuesday of each month

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

EAST OF SCOTLAND

We continue to share our club nights with the other Triumph clubs, so they are always well attended, often with a variety of Triumphs in the car park. It was good to welcome new SOC member David Haggerty at a recent meeting. David has just acquired an ex-US Stag, and one of his other interests is repairing/ refurbishing old clocks. The TR Register are holding their Scottish Weekend alongside the Doune Hillclimb on 18/19 May – too late now to get onto the club stand, but should be an interesting event to visit. Two weeks after the Doune event is the large show at Thirlestane Castle, where we have 17 Stags booked onto the club stand on 2nd June.

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

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

GRAMPIAN

That's about every weekend booked up for runs and rallies. Some of us are also booked for a few days stay in Warkworth in Northumberland in June. We are really looking forward to this 240 mile run with hoods down. There are plenty of interesting places to visit around there and hopefully see a Stag or two.

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

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

Website: www.grampianstags.net

Alan Sharpe

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NORTHERN IRELAND

Brian Linden

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OUT & ABOUT

SOUTH CENTRAL

WILTSHIRE

Our Sunday run on 24th March was one of our best Stag represented runs we have had. Congratulations need to go to Robin & Mary, a great meeting point, Allington cafe, near Chippenham, an interesting run of around 25miles ending with an excellent Sunday lunch at the Bell Inn Yatton Keynell. Carol and I really enjoyed it, especially as it's the first run in our Stag since I rebuilt the heads. We had a total of seven Stags on the run, including Jim and Erica Turner, in their late White Stag. A big positive was that the weather was dry but a little chilly.

With so many of us away across Easter, it was not surprising that the turnout at our April meeting was pretty low, just four members, but as usual plenty of interesting chat.

We agreed the dates of our Wiltshire Stags go to Wales, its now Wed – Fri 4th - 6th September.

I'm currently over in Western Australia (near Perth), went to a local car show on Sunday, interesting vehicles, over and above the blown Ford and Holden big V8's, a Cortina GXL, 2.5cc with a 6 cylinder engine, a very nice standard TR4, a Morris 1000 van with a Mazda RX7 rotary engine and quite a few VW's.

DIARY DATES

All our organised meetings and events are on the Wiltshire diary page of the SOC Web site, we sometimes alternate our Tuesday monthly meeting with a Sunday Lunch & run so always check.



♥ Our regular meeting night is the first Tuesday of the month at 8pm in the Milkchurn pub Melksham (SN12 6AD).

All Stag Owners, partners and children are very welcome

WILTSHIRE AREA WEBPAGE

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

Glyn James

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THAMES VALLEY

We took part in our first event of the year, Sunday lunch at the Firecrest Public House in Wendover on March 24th. The weather was good to us and two of us managed to get our newly assembled Stags out for an airing, David brought out his newly fully restored early Mk1 and a fine sight it was in the Spring sunshine and I my own newly repainted and assembled car. David and I met up at the venue of our monthly meetings and then proceeded on a pleasant and trouble free run to meet the others, who had taken their moderns to the Firecrest Public House.



On arrival we selected spaces in the safest area available and met up with the others in a busy pub for lunch. An enjoyable meal and a couple of beers later ensured that belts were released one hole before our return journeys still surprisingly in weather that had remained kind to us.

My thanks once again to Barry and Judy for making the arrangements.

DIARY DATES

- ✔ Tuesday 14th May - Monthly N&N. Shire Horse, Littlewick Green.
- ✔ Tuesday 11th June - Monthly N&N. Shire Horse, Littlewick Green.
- ✔ Sunday 30th June - Yattendon Classic Vehicle Day - TBC
- ✔ Tuesday 9th July - Monthly N&N. Shire Horse, Littlewick Green.

David Yapp

Mobile: 07970 059716 TVstags@hotmail.com

COTSWOLDS

MEETING CHANGES !!

MA major change to our regular meetings for the summer months will be a Saturday daytime meeting with the additional option of a convoy drive of approximately 45 minutes. Hopefully the change will allow those who cannot or prefer not to attend evening meetings to join us, and by moving around our patch we can enjoy a drive and perhaps encourage some additional folk to join us.

Thus the regular meeting for this month (May) will now be on Saturday June 1st. Gather at the Greyhound Inn, Longlevens GL2 OXH for prompt 11:15 departure on a convoy meander to the Farmers Arms, Apperley GL19 4DR. Check future magazines for monthly variations or contact Mark or myself to confirm if you wish.



This seems an excellent idea, as plots hatched in pubs often do, but may have complications.

The number attending will be unknown until the day so there will be an element of chance (or luck) with regards lunch availability, and a certain amount of stress for both convoy leader and sweeper.

Mostly though it should be fun!

Although depleted in number for various unavoidable reasons, the few of us who attended the air rifle shooting session with Worcester Area thoroughly enjoyed the outing. With such an imbalance of numbers we scored on an individual basis and finished with a shoot-off between Mark (Cotswolds) and Ian R. (Worcester) which saw Mark attain top score.

All good fun and at one of what must be the last few unspoiled pubs too. Nothing gastro about this one and no mediocre food at gastro money either, just reasonably priced drinks and crisps with pickled eggs to soak up the beer. Happily, an extensive and good quality buffet may be arranged for pre-booked groups such as ours, so thank you Rodger and Worcester Area for the invitation and hopefully we shall enjoy a future session at the Fox.

Classics at Prescott will once again see several of us

OXFORD

The March meeting was on Thursday 28th March, which I was unable to attend due to a prior commitment. Deputy Coordinator, Richard Green, chaired the meeting and given the foul weather that evening with local floods, seven attendees wasn't a bad show! There was much discussion on the SOC magazine feature on the restoration of Richard Green's (Jnr) white Stag, which had previously belonged to his father. Richard will be submitting an update on his restoration, following some extensive work carried out by EJ Ward, and this will feature in our area news in due course.



We shall also be featuring the 5 year restoration of another Oxford member, Ian Campbell. Due to the sheer volume of photos and data, this restoration will be featured in a number of tranches over the coming months.

For this month we have the following article on the custom exhaust system fitted to my own Stag;

My Custom Exhaust (See full article on Page 23)

I decided very soon after purchasing 'Patricia' (the name is another story!) that I would really like her to have a four-pipe exhaust system, or move the two pipes to the centre. I also decided that if I went the four-pipe route, I wanted them to be functional and not just for show..... even though it was almost entirely for cosmetic reasons I wanted the change.

Having seen some other 'four-pipe' Stags, I decided upon this route for Patricia and set about trying to find someone who could carry out the work for me. After



flying the flag for the Cotswold Area, either driving the hill or on display, and no doubt many Stags from other Areas will also be in attendance. If you are intending to go, there are still a few places available but get in quickly and let Mark or myself know that you're attending. Hopefully we shall park as a group in the Orchard.

Finally, welcome to Chris who has recently joined the Club and is seeking a Stag. Good hunting!

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

DIARY DATES

- ✔ 11th / 12th May Classics at Prescott
- ✔ Sunday 26th May Gathering on the Green, Frampton
- ✔ Sunday 9th June Churchill Classic Car Show
- ✔ 14th / 16th June Weekend in Wales
- ✔ Friday 28th June Stroudwater Navigation visit
- ✔ Saturday 6th July Highnam Court Families Day
- ✔ Sunday 21st July Shelsley Walsh Classic
- ✔ Sunday 11th August Hook Norton Brewery classics meet and lunch
- ✔ Monday 26th August Pershore Plum Festival Classic Car Show

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

chatting to another Stag owner at a local car meet, who had a four-pipe system on his car which he had fabricated himself, he put me onto a local guy who owns and runs 'Rich's Fabrication Shop' near Abingdon, Oxfordshire.

After looking at some of his excellent previous work on his website (<https://www.richfabricationshop.co.uk>) I popped along to see him and have a chat about what I wanted. He confirmed that he could indeed make me a complete custom stainless steel exhaust system, up to manifold. He gave me a price of £800 all in, which was a very fair price compared to other prices I had been told it would cost.

A few weeks later and she was in his shop for two days having the work done. He had told me previously that the sound would also change a bit and sound even better. I was insistent however that I did not want to lose that fantastic V8 burble we all love. When I went to collect her, not only was I overjoyed with the visual result, but that sound...OMG!! Think V8 burble, mixed with some muscle car and that's how she now sounds...it's fantastic. This was an added bonus really, as my only goal initially was to obtain the four-pipe look. Another unexpected added bonus was the improved performance that I definitely noticed when driving her home.

A returned a couple of months later with a stainless-steel tubular manifold, which Rich married up to his custom exhaust system. Job done.

I can highly recommend him to anyone in the Oxford area and know of at least one other Stag he has done

after my referral and another happy customer.

In a little over a week from when I'm writing this, there will be 5 Stags from our group setting off on 18th April for our trip to Keukenhof, Holland. We shall also be having some stopovers in The Hague, Bruges and Dunkirk..... can't wait!! We will of course report back on our trip, for anyone who may find it interesting!

Lastly, we had some very sad news this week that one of our group, Paul Harwood, had passed away suddenly. It was a shock to all his Stag friends and he will be very much missed. RIP Paul.

DIARY DATES

Next meeting:

- For a bit of a change, we shall be holding our next meeting on 2nd May 17:30 at; Hightone Restorations, Hopcrofts Holt, Steeple Aston, Bicester, OX25 5QQ

Gary Witchalls

Tel: 01865 872443 Mobile: 07968 034191

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SOLENT & NEW FOREST

SOLENT & NEW FOREST AREA WEBPAGE

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

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OUT & ABOUT

SOUTH EAST

Regional Co-ordinator:
Steve Kiefer skiefer@aol.com
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SOUTH EAST LONDON

Finally, the season seems to be getting going! I'm not a huge fan of classic car shows per se, but it's the social aspect of spending time with my like minded stag club mates that I enjoy as much as anything. Plus the weather finally seems to be getting warmer and dare I say it – drier!

This weekend just gone saw us with a stand at the Heritage Transport Show in Kent. It also coincided with the South East Bus Festival. I know nothing about old busses, but there were plenty there from really early routemasters, right up to some modern ones as well. Not something you see every day so that made an interesting change. Conveniently they were using the various busses to transport people around the site – The Kent County show ground is huge! There were also some small traction engines and an indoor display of radio controlled lorries. Plenty of interesting cars as well!

Our pitch was right opposite the site entrance, which appeared initially at least, to be a prime spot. As it turned out we were pretty much the furthest away from the action, it wasn't really an issue though, except when we

had a worrying message from Harry on Whatsapp "Tent down, can you help". We rushed back to find poor Harry hanging on to one of the Gazebo guy ropes for dear life with it flapping about in the wind. Luckily no damage was done to the Gazebo – or Harry, but lesson learnt, they really don't perform at all well when its windy! If it had been any worse I think poor Harry would have had a free trip over to France!

Also this month we have had our first evening meal event of the year. Toby Carvery is always a good value venue and we all left well and truly stuffed – thanks goes to Mike C for organising.

Best Wishes Dave H.

DIARY DATES

- ✔ May 16th: Thai Meal provisionally at the Thai Moon. (Mike C. Arranging).
- ✔ May 27th: Cuckoo Spring Fayre Laughton.
- ✔ June 6th: Monthly meet at the Bo Peep (Hewitts Road Orpington. BR6 7QL)
- ✔ June 16th: Senlac Classic Car Show & County Fayre, Rye Rugby Club.

Chris Skinner

Tel: 0796 1058188 chris1976stag@gmail.com



There was a good turn out on a wet evening on the 8 April for our monthly meeting which took place at The Dog and Bear Hotel in Lenham.

Do we have your email?

If you are reading this in the SOC magazine and don't get our Kent Area emails, then we don't have your email address! Please forward it to Howard at kent@stag.org.uk

All data protection rules are followed, and emails are sent "Bcc."

Co-ordinators Meeting

On Sat 27 April, Deputy Coordinator Derek Hewett and Coordinator Howard Gilbert will attend the SOC coordinators meeting at the Motor Museum in Gaydon, near Coventry. Stephen Kiefer, our regional coordinator for the Southern Eastern region, will also be present. An update briefing will be given at the meeting on 13 May 24 at the Dog & Bear Hotel, Lenham.

Other

We had 27 attendees at this spring meeting, with John Dutton winning the raffle.

Please keep the Stag Burble alive, attend our events, share our stories, and rev up for an exciting season ahead! ?? We look forward to welcoming you at some of the events listed below.(with links)

DIARY DATES

✔ Mon 13 May: Regular meeting at the Dog & Bear Hotel, Lenham. ME17 2PG at 8.30pm

Fancy a pre-meeting meal? Tel: 01622 858 219 to book & mention the SOC.

Website for sample menus at <https://www.dogandbearlenham.co.uk/>

Meeting – arrive at 7.45-8.15pm. Park at the rear of the Hotel, off Maidstone Rd. There is a free public parking and a free hotel car park. Avoid the main Lenham Square car park if possible, as it gets very busy due to the popular fish & chip shop.

Meet-up in the main bar and then move to the ground floor function room (with drinks!).

The business part of the meeting is starts at 8.30–10.00ish.

Stay in our room or return to the bar for chat & another drink etc.

✔ Thu 23 May – Kent Area Social Dinner at the Wagon & Horses Charing.

Please contact Mike Allen to book a place. 07711 431430 or michael.allen@stag.org.uk

Click here for Menus and Specials website <https://www.wagonandhorsescharing.co.uk/>

✔ Sun, May 19 May Faversham Transport Weekend. This ever popular event is now Sold Out to exhibitors. Those attending and booked in for Kent Area SOC, please meet at Mackinades Food Court Selling Rd, Faversham

ME13 8XF from 07.30 am with departure by convoy for Gate C at 0745.

Please display your Eventbrite Entry ticket! NO Ticket? You can still visit for free see <https://favershamtowncouncil.gov.uk/community/faversham-festival-of-transport/festival-of-transport-visitors/>

✔ Saturday 25 May Kent Area Coast Run and Fish & Chip Restaurant organised by Jon Moss - further details will be sent by email

✔ Mon 27 May the Cuckoo spring fair at Laughton, East Surrey recommended by Harry Stedman.

Further details and booking forms at <https://www.laughtonshowground.co.uk/cuckoospringfayre>

✔ Sunday 30th of June the Folkestone Airshow. There was previously some debate as to whether this was still on but research by John Anstis and Keith Daley proves it is due to take place. John Clayton also advised that the beach viewpoints are much less crowded than the clifftop Leas. See <https://www.armedforcesday.org.uk/event/armed-forces-day-folkestone-2024-with-air-displays/>

However the link on that site fails to take you to the ticket sales at the time of writing!

✔ 28-30 June 2024 Inter Club International 28-30 June 2024 at Three Counties Showground, Malvern, Worcestershire. Recommended by John Dutton who is taking both his Stag and his older Triumph for the weekend.

Further info at www.interclubweekend.com

✔ The SOC National Weekend from Friday, the 12th of July Saturday 13th of July and the actual day 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 200 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.

<https://displaymyvehicle.msv.com/calendar/brands-hatch/2024/july/hsccl-legends-of-brands-hatch-superprix/apply?group=79bed204-aa37-4163-87b0-7bd7678e9eac>
EVENTS AT THE HOLIDAY INN (Accommodation now Sold Out but other Hotels are available)

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).

Use the BOOKING FORM at <https://www.stag.org.uk/2024-soc-national-day-booking-form/>

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

1000–1200. Starting from the Holiday Inn Car Park, just show the Kent team your Brands Hatch Booking Tickets to collect a free SOC National Day Rally Plaque. Then pick up a free Tulip route card, and away you go. Burble through picturesque villages and pass historic castles, plus there are lots of Weald locations to admire. Also, stop for a coffee or lunch in your own

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

Other Upcoming Kent Events:

- ✔ Sun 28 July Treasure Hunt organised by Jon Moss details to follow.
- ✔ Sun 11 August Motors by the Moat at Leeds Castle. Further details and booking forms at <https://leeds-castle.com/events/motors-by-the-moat/>
- ✔ Sun 18 August Penhurst Place Classic Car event where we have a club stand booked and anyone attending should book direct with the website adding Kent owners club and tell Jon Moss your ticket numbers. <https://www.classicsatpenhurst.co.uk/buy-tickets/>
- ✔ 8 September Aylesford Classics at The Priory. <https://www.kentsclassicarshow.co.uk/>
- ✔ 17th to 24th September the Isle of Man transport festival we currently have about eight Stags attending. Further details will follow on this event. <https://www.sceniccartours.com/iom-classic-car-weekend>
- ✔ Sun 6 October Black Pulfrey Tour of Kent. John Moss See <https://www.blackpulfrey.co.uk/index.php/introduction>

Further events will be announced in due course. Do you have a favourite Car Show not listed above? Please tell us about it and we can share and promote it to over 200 listed members plus it will be seen nationally in the SOC magazine.

Keep on Stagging! I hope to see you at our next regular meeting.

Howard Gilbert

KENT AREA WEBPAGE

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

Howard Gilbert

Tel: 01622 583846 kent@stag.org.uk

WEST SUSSEX

This year's show season starts on 5th May with our visit to Eastbourne Magnificent Motors, meet at the entrance to the industrial estate just before the Caulfil tunnel in Lewes at 9.00am. Hopefully everyone who is interested has applied for their entry passes for the upcoming summer shows.

We have a breakfast meeting planned for 19th May but have been unable to secure a booking at either of our first or second choice of venues. Please look on our area web page where details will be published once a booking has

been made.

As usual we will attend the Cuckoo Fayre at Laughton on 26th May, closing date for entries is 3rd May. Martin

DIARY DATES

- ✔ May 5 Eastbourne Magnificent Motors
- ✔ May 7 Club Night at Tottington Manor, Edburton, from 8.00pm
- ✔ May 19 Breakfast meeting, venue TBC
- ✔ June 4 Club night at Tottington Manor Edburton from 8.00pm
- ✔ June 16 Bar-B-Que at West Wittering Beach
- ✔ June 30 Broyle Country Show

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

Mobile: 07802 246236 westsussex@stag.org.uk

EAST SUSSEX

So the Stag club season is now well under way for 2024 and every meeting offers lively discussion about the upcoming programme for this year.

'Drive It Day' is considered to be the launch of the official season and is always eagerly anticipated. Pete Coleman has organised the usual mystery tour and lunch and a full report will be in the next magazine. Pete has also planned a new outing for this year – a boat trip from the canal at Loxwood in June. Numbers already suggest this is going to be a popular event amongst the members and it's already being talked about with enthusiasm.

Alongside the numerous events planned for the late spring and summer, the club is going to have a significant presence at a number of the local car shows. Tickets have already been applied for at Eastbourne's Magnificent Motors, and the Cuckoo Spring Fayre in May and the Senlac Classic Car Show in Rye in June. Members enjoy meeting at these rallies and they often turn into very social occasions. Especially if Sylvia brings the bread pud!

The events committee have also been very busy behind the scenes and already had a recce trip to the Isle of Wight. Hopefully, this plan will develop into a proposal for a whole club excursion for next year. A new What's App Stag Club group chat is now building interest amongst members and an easy way for the group to keep in touch.

So, lots to look forward to! If you are interested in more information please contact any of the club co-ordinators and have your say!

DIARY DATES

- ✔ Breakfast meeting: Green Man, Ringmer 9:30am, 11th May
- ✔ Breakfast meeting: Green Man, Ringmer 9:30am, 8th

June

- ✔ Breakfast meeting: Green Man, Ringmer 9:30am, 20th July
- ✔ Canal trip Loxwood 19th June
- ✔ Eastbourne Magnificent Motors 5th May
- ✔ Cuckoo Spring Fayre 26th May
- ✔ Senlac Classic Car Show in Rye 16th June
- ✔ Broyle Country Show 30th June
Sandy Gent on behalf of Bryan Gregory

EAST SUSSEX AREA WEBPAGE

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

Bryan Gregory

Tel: 01424 430050 bryangreg@talktalk.net

SURREY

Hi all hope things are going well for everyone, we had a drive out to The Wire Mill near Lingfield for breakfast on the 24th March, meeting at Denbies wine estate in Dorking to be ready to leave at 9.30am. 7 Stags turned out and a Ford Focus, it turns out Matt had got to the end of the road in his Stag but no brakes so thought better off taking it home, as Matt was leading the convoy we had to follow the Focus but not a problem we had a really nice run through the Surrey country side. Arriving at The Wire Mill a very picturesque pub overlooking a huge lake for water skiing and fishing we were seated on our pre booked table, 15 members sat at a long table all ready for our full English. The food was good but a little sparse so a bit disappointing. It was nice to meet Simon and his family, new members that will be joining the Surrey area, look forward to seeing you at our meetings. So having had our breakfast we went our separate ways and made our way home, we will be looking forward to our next outing.

I have been asked if we would put on another show on at the care home in Bookham, it would be the same as last year with tea, coffee and pastries. It will be on Sunday



19th May at 11am, if you would like to come please let me know.

DIARY DATES

- ✔ May 12th, Joining the Straight Six Club at The Leatherhead Leisure Centre for an all Triumph car show, you can pay on the gate, last year if I remember it was £7.00 and it had to be cash.
- ✔ 19th May, Liberham Lodge care home Bookham 11am
- ✔ May 20th, Meeting at the Fairmile Cobham from 7pm.
- ✔ Don't forget to order your tickets to Brands Hatch on the 14th July, Cranleigh show 11th August and the Capel show 18th August
- ✔ September 6th-9th, If you would like to join us for our annual weekend at Warners which will be in Warwickshire this year please give Matt a ring.

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



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:

SOMERSET / DORSET

Although still very wet everywhere, our journey to the April Sunday Lunch and N&N at The New Inn was not quite as bad as for the March lunch, just that the roads were slightly narrow and well rutted. However, another enjoyable Sunday lunch, puddings and chat.



It was good to see three Stags in the car park so well done to Pete and Mike (and me), hope your Stags were not too dirty when you arrived home. As it had brightened slightly and the weather was still OK, Janet persuaded me to pop down to West Bay and continue along the coast road towards Weymouth before turning back inland and heading for home.

The Sturminster Newton car meet on the 6th April had the usual good mix of vehicles but only one other Stag in the car park. We did manage to meet up with Graham, in another of his vehicles and spent some time chatting before wandering into town for cake.

Pete told me he had his first visit to the Haynes Museum Breakfast Meet in April which had a British



The Sturminster Newton Car meet

Theme. He was invited into the paddock and was in good company with Astons, Austins, Austin Healeys, MGs, Triumphs (unfortunately Pete's was the only Stag), Lotus and TVRs. The general parking was predominantly moderns and kit cars, revving and popping, but overall he enjoyed the day.

We are now back at The Lime Kiln Inn for our monthly N&Ns and we had a very good turnout for April's meeting. A few of us ate from the new menu which has improved from the previous owners. Hopefully the chance of good food before the meeting will entice a few more members to join us. If eating we do meet earlier, around 6:30.

Some of our members are going to the Stockton Vintage Nostalgia on Sat 1st June and Ilminster show on Sunday the 9th June, if you would like to join them, let me know.

South Wales have booked a club stand at Classics at the Castle at Sherborne which is on Sunday 21st July and we will be joining them on the stand.

We are planning to be at the West Somerset Railway Rally at Norton Fitzwarren on Sunday 4th August. This is a very good show, free entry for exhibitors, with lots of exhibits to see. We hope to have a club stand again so let me know if you can join us.

DIARY DATES

Monthly evening N&Ns will be 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.

- ✔ Wed May 8th - N&N at the Lime Kiln Inn.
- ✔ Fri May 17th – Visit the Fleet Air Arm Museum at Yeovilton.
- ✔ Sun May 19th – Visit the Taunton Car Museum.
- ✔ Sat Jun 1st - Stockton Vintage Nostalgia.
- ✔ Wed Jun 12th - N&N at the Lime Kiln Inn.
- ✔ 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.

Garry Martin

Tel: 01935 427625 jangarmartin@tiscali.co.uk



Phil Thompson, a relatively new member from Pembrokeshire in his Mimosa Yellow Stag

SOUTH WALES

At the time of writing it is still early April and rain has been the predominant weather for Wales. Coleford Carnival of Transport in the Forest of Dean, was the first outdoor event of the year. However, many of our members had not ventured out in their Stags yet, indeed I was the same, although I did have the excuse that my car was in the body shop. So the Coleford Show would have to be in the modern again this year.

Kelvin, myself and friend Alan set out for the Forest of Dean on bank holiday Monday, with the destination of Coleford programmed into the Sat Nav. The atmosphere in this show was brilliant, with a full range of classic cars, vans, motorbikes and lorries dotted throughout the main streets and car parks of the town. We were very lucky, as in spite of the forecast it was dry for a change! We searched around for Stags to see if there was anyone we knew and eventually met up with Phil Thompson, a relatively new member from Pembrokeshire in his Mimosa Yellow Stag. Phil had relatives living close to Coleford so he killed two birds with one stone, so to speak! I had to have a photograph for the magazine (see attached) just to prove I was there!! also to thank Phil for travelling all the way from Pembrokeshire to represent the Stag.

We also spoke to Andrew Ward who used to be a club member but is now driving round in a very nice "Bristol". Apparently his wife prefers the Bristol to the Stag!! A late lunch on the way home rounded off the day very nicely.

The next day was our monthly meeting and we were scheduled for an evening drive. Meeting up at the boating lake in Cwmbran (our usual starting point for an evening drive) the turnout was really good considering the weather was rainy again!. We only had 2 classics, however, one being Bob & Cherry's Stag and the other Andrew's Rover

P6. The destination was The Greyhound pub just outside the town of Usk. Despite the weather we had a good chat which everyone enjoyed and a big thanks to Bob & Cherry for arranging the evening.

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 emails from me or want to join in with the WhatsApp Group please get in touch.

DIARY DATES

- ✔ Sun 5th May Border Counties Steam & Country Show, Monmouth organised by Terry D
- ✔ Tues 7th May Second Evening Drive Andrew P
- ✔ Sat 18th May Panteg House Classic Car Show Terry D
- ✔ Sun 26th May Abergavenny Steam Rally Terry D
- ✔ Mon 27th May Vale of Glamorgan Show, Sully Terry D
- ✔ Sat 1st June Mid Wales Run with overnight at the Elan Valley Hotel Colin & Gary Jones
- ✔ Sun 2nd June Mid Wales Run continues Colin & Gary Jones
- ✔ Tues 4th June Third Evening Drive Kelvin
- ✔ Sun 9th June Highnam Court Show, Pied Piper Event Terry D
- ✔ Tues 2nd July Evening Drive Debbie & Gary
- ✔ Sat 6th July Hogs Head Car Show Terry & Chris

SOUTH WALES AREA WEBPAGE

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

Colin Evans
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DEVON

March has been a horrible wet month so not much activity with the Stags from our members.

The Noggin and Natter took place at the Hunting Lodge (kindly organised by Andy Moss). This was attended by 11 members. As usual a very pleasant evening.

Stephen (Purser) attended the Big Auto Jumble at Refuel, Cullompton. He reported that there wasn't much to see in the way of cars and the jumble didn't produce any treasures for him to bring home. Disappointing. It's a shame that this wasn't generally well supported as the venue are trying to attract classic car owners with a variety of events.

A few people got to the SW Classic Car meet at Trago Mills, I couldn't make it but it sounded quite good. These are going to be regular events so hopefully we will see you there one day.

By the time you read this we should have met at the Hare and Hounds at Kingskerswell, the North Devon Noggin and Natter at the Crealock Arms, and another Trago Mills day.

The trip to France is all booked now. I'm really looking forward to it.

Show season is now upon us. The Crash Box Club Historic Vehicle Gathering at Powderham Castle is our main showcase of the year. I do hope that you can attend. Please get your Devon SOC internal form to me by 10TH MAY at the latest. If you have a caravan or Motorhome you could stay for the weekend. A few of us are. There is entertainment in the evening which makes a good event.

I'm looking forward to seeing you.

Claire

DIARY DATES

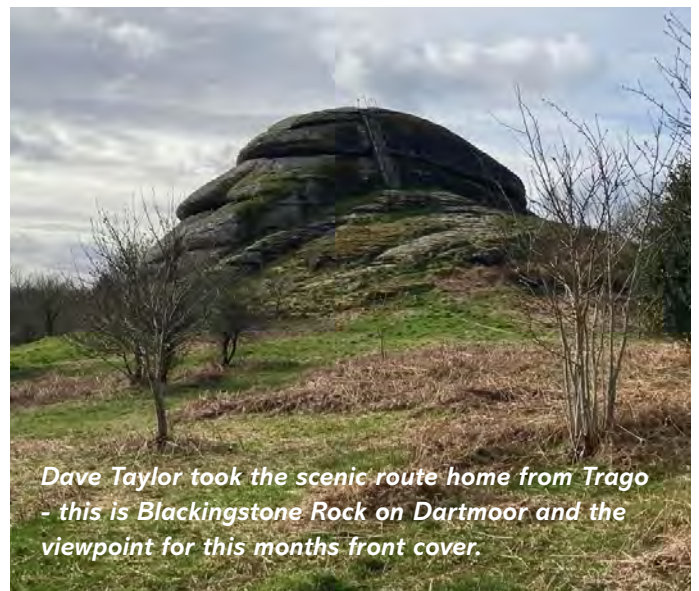
- ✔ Thursday 2 May. North Devon SOC/TSSC N & N at the Crealock Arms, Littleham, EX39 5HN
- ✔ Wednesday 8 May N & N at the Dartbridge Inn, Totnes Road, Buckfastleigh, TQ11 OJR. Booking essential if you wish to eat. Kindly organised by Vernon & Jacqui.
- ✔ Mon-Sat 20-25 May. Trip to Brittany, France
- ✔ Sunday 26 May. SW Classic Car Club meet at Trago Mills 9am-2pm. £2 entry donation to charity.
- ✔ Saturday 1 June. Barbecue at Sue and Mark's. This annual event is always enjoyable, their garden overlooks open moorland and it's a pleasant scenic drive to get there whichever direction you come from. Booking essential.

DEVON AREA WEBPAGE

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

Claire Purser

Mobile: 07768 848676 devon@stag.org.uk



Dave Taylor took the scenic route home from Trago - this is Blackingstone Rock on Dartmoor and the viewpoint for this months front cover.



WEST WALES

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

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

Our N&N for March was held at the Roadhouse Restaurant at Whitland, and it was great to have a record turnout of 14 people for our recently reformed Area, which looks very promising and encouraging for some exciting meetings and drives in the coming summer season. It was especially good to welcome two new members to the area, although not to the Club, as Wendy and Geoff Trebilcock have recently moved to West Wales from Cornwall where they have been active members of the SOC for many years. They have just brought their Stag up to Pembrokeshire, but unfortunately have developed some gearbox problems on the final leg of the journey. However, we welcome them to the WW area and hope that they may soon be able to join us on some of our drives over the summer.

On Saturday 6th April, a couple of WW area members and their Stags joined up with three more from the SWW area to attend a display of classic cars at the Museum of Land Speed, at Pendine, Carmarthenshire, on what was a very cold and windy day in the midst of Storm Kathleen. Pendine is the home of many land speed records attempts, both successful and tragic, including records achieved famously by Donald Campbell in 'Bluebird' and most notably the infamous and tragic achievement of J.G. Parry Thomas in his car 'Babs', who subsequently died tragically in an attempt to reclaim the record from Campbell. Unfortunately, 'Babs' is not currently displayed at the museum, but it was fascinating to visit the museum and discover so much about the various land speed achievements on Pendine Sands. In total, there were five Stags on display at this event, and we were joined by other classics from the Pembrokeshire Classic Car Club and the

Pontardawe Classic Car Club. Of course, the Stags had the prime place on the front row of the display, as seen in the photograph.

Our next area event was our April N&N, which was held at The Bar Restaurant at Neyland Yacht Haven Marina on Tuesday 9th April. Again, we had a good turnout of 11 people (and three Stags) for an excellent meal in a lovely venue overlooking the Neyland Marina. This was the last of our winter N&Ns, as we are planning to start our summer season of evening drives at our May gathering.

This will be held on the evening of Tuesday 14th May, but as yet the route and destination is still to be confirmed, so please get in touch with me for details nearer to the date. Please note that for our summer evening drives we will be starting at the earlier time of 6.30pm to allow for about an hour's drive, ending at somewhere for food.

Before that event, on Sunday 21st April, some of the WW members are joining up with SWW area members for the Drive it Day event. Clive Perman (SWW Area coordinator) has organised a route and day out to Brecon, and we are hoping for fine weather and a good turnout of Stags for this event. Hopefully, I will be able to report back on it for the next magazine in June.

That's all from me for this month. I hope that we may soon have some better summer weather so that we can all get out and get our soft tops down for some Stag-geringly good driving.

DIARY DATES

- ✔ 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 venu tba

✔ Tues. 10. Dec. Natter & Noggin venue tba

Nick Cale

Mobile: 07922 128717

Email: nicholas.cale@icloud.com

SOUTH WEST WALES

CORNWALL

Sunday April 7th - Trip to St Ives after lunch at the Badger Inn, Lelant.

Fourteen of us turned up at the Badger Inn for a very good lunch. Unfortunately no photos of the four Stags that came as they all ended up randomly spaced around the car park!

Afterwards we took the short drive to the St Erth railway station and alighted the train into St Ives. Great sea views on the way and a pleasant walk around a moderately busy St Ives.

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 Carleen Hall
 - ✔ February 2nd 2025 - Country Skittles, Townshend. TR27 6ER
- Stay safe, and happy Stagging!
Kind regards,
Mark

Mark Colton-Taylor

07900 982762 cornwall@stag.org.uk

BRISTOL

New Co-ordinator required

Please contact the Regional Co-ordinator

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 March N&N was a sad event as it came just three weeks after the passing of Paul Rowland our regional coordinator and only two days after his funeral. The funeral was very well supported by local and national members so a big thanks to all. Carol asked if we could get some Stags part of the funeral cortege and we had six Stags involved. It was nice to see so many at the funeral showing that whoever met Paul he made a lasting impression and some good friends. Our March N&N was held at The Bridge Inn in Llangennech. We have been here before and were impressed with the food and service and this time it was the same excellent food and excellent service. During the evening memories and stories of Paul were exchanged and our thoughts went out to Carol, Paul's wife. Discussions then turned to our upcoming events, the first is a display in Pendine and we were invited to take part in this by Pontarddulais Classic Car Club. As numbers to this were limited we only have four cars, hopefully the weather will be kind to us and it won't rain, but it is Wales so I doubt that very much.

We are also getting ready for Drive it Day with a planned run to (giving its proper name) Bannau Brycheiniog or the Brecon Beacons to most of us. We hope to have about ten Stags for this run again lets hope that the weather is kind being dry. Last year some of the members attended the Pembrokeshire Classic Car Show at Carew Airfield and we hope to go again this year. Last year there were four cars but there should have been five, but unfortunately one broke down (mine) and didn't make it better luck this year I'll keep my fingers crossed for that.

Clive Perman

DIARY DATES

- ✔ Display 6th April 2024
- ✔ N&N 17th April 2024
- ✔ Drive it Day 21st April 2024
- ✔ Singleton Classic Car Show 6th May 2024
- ✔ N&N 15th May
- ✔ Pembrokeshire Classic Car Show 1st June 2024
- ✔ N&N 19th June 2024

Clive Perman

Mobile: 07702 323491 clive.perman@ntlworld.com



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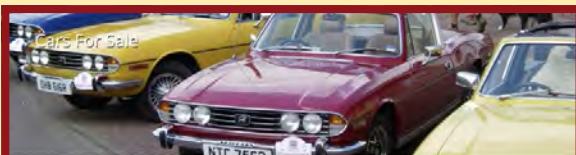
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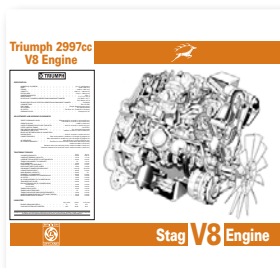
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