



# STAG OWNERS CLUB

ISSUE 497 SEPTEMBER 2024



## IN THIS ISSUE

**NATIONAL DAY / AGM NOTICE**

**THROTTLE CABLE REPAIR / SEAT BELTS**

**TRIUMPH CARS OF THE THIRTIES / "MYRTLE" RESTORATION**

# STAG OWNERS CLUB

## HONORARY POSITIONS

### President:

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

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

## COMMITTEE MEMBERS



### Chairman: Carl Fuss

Whitehill, Hampshire

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### Treasurer: Clive Tate

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### Andy Hedley

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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.

## OFFICERS

### Membership Secretaries

#### Marilyn & Peter Robinson

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### Club Insurance Officer

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### Co-ordinator Liaison Officer

#### SITUATION VACANT

### International Liaison Officer

#### SITUATION VACANT

### Triumph Forum representative

#### Andy Headly

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

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#### SITUATION VACANT

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### SOCTFL Chairman

#### Paul Smith

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### Club Website

#### For content: Roger Gray

Email: webeditor@stag.org.uk

#### Anything else

Email: webmaster@stag.org.uk

### Forum Liaison

#### Paul Smith

Forum username 'Committee Liaison'

### Modified Stag Co-ordinator

#### Andy Phillips

Email: modified@stag.org.uk

## GENERAL CLUB INFORMATION

### Change of Address

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

### Subscription Rates

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

### Diary Entries

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

### MAGAZINE Copy Deadline

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

### Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

### Private and Trade Advertising

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

### Back Issues

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

### Technical Queries

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

### Area Co-ordinators

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

### FORUM

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

### INSURANCE Valuation Service

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

### Insurance Scheme

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

### Data Protection Act

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

### WEBSITE

The Club's email address is: [soc@stag.org.uk](mailto:soc@stag.org.uk)  
and the Homepage: [www.stag.org.uk](http://www.stag.org.uk)  
For any Website issues contact: [webmaster@stag.org.uk](mailto:webmaster@stag.org.uk)



# EDITORIAL

Everyone seemed to enjoy National Day and even the weather played ball, with sunshine for the whole day. There was some disappointment that we could not have the parade lap of the track as hoped, this was due to overrunning of the main racing events.

You will see in this month's magazine that the AGM is going to be now held at Gaydon Motor Museum and on the 24th of November. A different format from our usual social weekend so we are going to see how it works this time.

As always, we are looking for volunteers for the National Committee and also the other posts within the club. Everything is available.

Also we will need nominations for the various awards and also if you have anything that you want to be discussed we will need to have that from you very soon.

Roland Tate the area co-ordinator for Northumberland has been organising quite a few visits to private houses and estates not normally open to the public. Here is a reply from one of those involved in the visit to Budle Hall.

*"Hello Roland. Thank you for organising another splendid SOC outing. This one was superb in every way with good motoring to a lovely venue in beautiful countryside with charming hosts and interesting history. Even the weather smiled. The convoy of Stags rolling on to the gravel in front of the house made a great spectacle—and sound. The display of cars looked wonderful and the Spitfire attracted some interest. Sheila and I really did enjoy the whole event. Thanks again and best wishes, Roger and Sheila"*

It's nice to know that your efforts have been appreciated.

**Carl Fuss**

## ISSUE 497 SEPTEMBER 2024

Front Cover: National Day at Brands Hatch Pic: Jan Fuss

Back Cover: Powderham Castle Car Show Pic: Devon Area



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

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Designed and printed by The Lavenham Press Ltd.

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# WELCOME

# NEW MEMBERS

Mr. D.Markland Kent  
Mr. W.Hunt Lancashire  
Mr. S.Bell Lancashire  
Mr. C.Hand Lincolnshire  
Mr. N.Hine Gloucestershire  
Dr. E.Millward West Yorkshire  
Mr. G.Davies West Glamorgan  
Mr. K.Hand Norfolk  
Mr. A.Middleton Essex  
Mr. K.Roper Lancashire  
Mr. K.Robson Tyne & Wear  
Mr. T.Smith Devon  
Mr. P.Glendingning Dorset  
Mr. D.Sagar London  
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Mr. S.Knox Hampshire  
Mr. R.Field Bedfordshire  
Mr. G.Davies West Sussex  
Mr. N.Tuck Warwickshire  
Mr. J.Coubrough Cambridgeshire  
Mr. C.Preston Staffordshire  
Mr. J.Hawkins Isle Of Wight  
Mr. J.Morrison Surrey  
Mr. R.Mohammed Ayrshire  
Mr. T.Mustafa Kent  
Mr. T.Bennett Oxfordshire  
Mr. M.Neale Northamptonshire  
Mr. P.Fox Cornwall

Ms. G.Roberts Wiltshire  
Mrs. J.Alexander Warwickshire  
Miss. R.Armitage Hampshire  
Miss. A.Armitage London  
Mr. A.Armitage Gwent  
Mr. S.Trow Durham  
Mr. A.Smithson Dorset  
Mr. C.Dunkley Kent  
Mr. D.Lopett USA  
Mr. B.Williamson Hampshire  
Mr. R.Smith Surrey  
Mr. R.Bullen West Sussex  
Mr. K.Miller Hampshire  
Mr. B.Midgley Oxfordshire  
Mr. J.Richards Shropshire

## THINKING OF VOLUNTEERING BUT AFRAID OF THE COMMITMENT?



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

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

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

For more information contact [secretary@stag.org.uk](mailto:secretary@stag.org.uk)

## SOC NATIONAL COMMITTEE MEETING

26<sup>TH</sup> JULY 2024 – TEAMS MEETING AT HOME

- National Day review
- SOCTFL update
- Honorary membership for Lesley Phillips
- Proposed changes to the North West Areas
- Stephen Keifer confirmed as the committee's approved candidate for President – to be voted on at the AGM

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

*Carl Fuss, Chairman*

**NOW IS THE TIME TO  
SEND IN YOUR NOMINATIONS**

# NOTICE OF ANNUAL GENERAL MEETING

## NOTICE IS HEREBY GIVEN THAT THE ANNUAL GENERAL MEETING OF THE STAG OWNERS CLUB

Will be held on Sunday 24th November at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 OBJ at 10.00 am. There is lunch provided at 2.00 pm followed by the co-ordinators meeting

- Forms for election to the 2025 National Committee are available from the Secretary. Nominations must be returned at least 28 days before the meeting.
- Any member wishing to place an item on the Agenda must notify the Secretary **IN WRITING** at least 21 days before the meeting. The agenda item should have a proposer and seconder.
- Copies of the Agenda will be available from the Secretary on request.
- Copies of the draft minutes of the last AGM and copies of the last published Club accounts are available on request from the Secretary.

## NOMINATIONS FOR AWARDS

There are dozens of volunteers who spend their time and effort in organising for us the members. If you want to say thank you to someone you feel may have gone beyond the call of duty, then please send a note with their name and the brief reasons for the nomination to Tracey Cooke – [secretary@stag.org.uk](mailto:secretary@stag.org.uk)

The awards which the club presents at the AGM:

- **Co-ordinator of the Year** – Nominations of either Co-ordinator or Deputy Co-ordinator
- **Member/s of the Year** – nominees (should not be club officers, co-ordinators etc.)
- **Officer of the Year** – This includes all the people listed on page 2 of the magazine.
- **Unsung Heroes Trophy** for the backroom boys and/or girls

Nominations **INCLUDING** reasons for nominations to be with Tracey Cooke by 24th October – [secretary@stag.org.uk](mailto:secretary@stag.org.uk)

## ELECTION OF CLUB OFFICERS

With the AGM coming up at the end of November I am once again being asked to let all members know that the Secretary and Treasurer positions are not cast in stone for those currently occupying them.

In respect of the election to the Committee, nominations need to be with the Secretary before the end of October but there is a system of co-option which means that it is never too late to be considered.

If any member wishes to be put forward for a role on next year's Committee at or after the AGM, please contact the Secretary for further details.

## CO-ORDINATORS MEETING

**SUNDAY 24TH NOVEMBER 2024**

A meeting of all Co-ordinators (or area representatives) will be held on this day after the AGM which starts at 10.00 am and then Lunch. More details to follow.

# SOC NATIONAL WEEKEND A HUGE THANK YOU



I have waited to let the dust settle on the Events of the National Weekend in order to try and get a better perspective and to consider the best way to write up the story and show my appreciation to everyone who helped or assisted in any way and “Yes”, there were many of you.

One of the challenges in writing such a piece is how to thank everyone who bought tickets for Brands Hatch, attended the accompanying social events and the Stag run through the Weald of Kent as well as helped at the Sunday Superprix.

I have decided not to name names as there is always a risk of missing someone who made a small but valuable contribution, and it is this where Kent Area showed great support with very many people doing small things to assist and lighten the load in organising and managing the planned events. Some members, and they know who they are, made a greater contribution to the success of the weekend, such as liaising with the Hotel, or meticulously planning the route of the Stag Run, or gave out Rally Plaques or Voting Slips, or just backing me up and checking and suggesting ways to make the whole weekend run smoothly. That tends to be the way things

work in effective club organisations. I personally valued all the help, advice and assistance I received in delivering the National Day for the Stag Owners Club, however, great or small. I have also been pleased to receive feedback on the overall event too, which was constructive and positive even when critical of areas that may have been done in a better way.

At the two social gatherings at the Holiday Inn we sold raffle tickets in support of our chosen Charity Kinfest. This charity helps people who are carers for children of other family members who for a variety of reasons may not be able to care for their own children. Typically, it is grandparents looking after grandchildren but not limited to that relationship. Over 300,000 children in the UK are cared for by over 200,000 kinship carers who receive very little support from Social Services or other governmental organisations. Kinfest organises an annual holiday for some of these families and I am delighted to report the raffle raised over £335 to support the next holiday in the Skegness area. This money will pay for group entry to Natureland, a local seal and animal sanctuary, for a fun day out at the Zoo. So thank you most sincerely on behalf of Kinfest.

Thank you to everyone for bought tickets, sold tickets, and to those who also donated prizes for the raffle. The star prize was the newly introduced SOCTFL plastic chromed air intake grille very kindly donated by Robsport International.

Both social events at the Holiday Inn were a success and we were delighted to host National Committee Chairman Carl Fuss and his lovely wife Jan. As Carl stressed on the Friday night, "National Days are organised by people who have never done it before, and after, will never do it again!"

The 'Best Stag in Show' award was won by Chris Bodill from London in his immaculate early Stag in a beautiful shade of pale blue. Apparently the car had been the pre-launch Press car lent out to motoring journalists to create good copy in the newspapers and car magazines. Chris drove off with the winners cup and a very nice bottle of 'Kent Champagne'.

The runner up in a striking Topaz Stag was Theo Futter, who also received a bottle of lovely Kent Sparkling wine for his car, and was quite delighted as it was the first prize he had won after a lot of expense and effort to get the Stag as he wanted. Congratulations to the winner and thank you to the person who donated the prizes, but most of all thank you to all 171 Stag owners who attended the big day.

Race Day at Brands Hatch was the legends of Brands Hatch Superprix. This featured mainly single seater sports car racing with the highlight being the photo finish of the two leading Formula Ford drivers in race 11. I remembered to take my ear plugs and was grateful when the Formula Two Cars and the even louder Formula 5000s took to the track for the Derek Bell Trophy. I came home with quite a sore throat from trying to shout over the roar!



In between the two socials we had a Stag Run from the Holiday Inn car park on a varied and interesting course through the Weald of Kent. Many of our visitors showed real stamina and completed the full run, others took a more leisurely approach and returned at their own convenience for the Saturday Dinner and Disco. Thank you to all Kent Area members who turned out to steward the Stag Run and assist as required, and in particular reminding visitors to register for the free parking on the tablet computer in the hotel lobby and so avoid a very large penalty charge.

As many attendees will know there was ultimately a disappointment at the Historic Sports Clubs meeting hosted by MSV Events as they were unable to facilitate a parade lap of Stags. From the outset it was always subject to the HSCC having the time to fit it into the programme of races.

The Manager of MSV Events acted as co-ordinator and go-between but we had no contact on this important part of our Weekend prior to the event or on the Sunday. Here I must apologise most sincerely as I should have been much more pro-active in finding out what was happening on the day. We put our trust in others and were sadly let down and this was made worse by no communication on the day from the Event Organiser. Indeed, on reflection I probably should have delegated the task to one of our leading members to have dealt with this matter exclusively, given the often difficult and poor communications from MSV Events at Brands Hatch prior to the event.







We were told we would not have to do anything as all would be done by the MSV Events team including marshalling all Stags arriving at the parking areas. However, on arrival not a Brands Hatch parking steward was to be seen!

Thank you to all the early Kent arrivals who quickly donned Hi-Viz vests and sprung into action you were brilliant and did a great job of parking up the 171 Stags that attended. I personally believe the lack of volunteer MSV Events helpers was down to the Euro football finals. I did not see a single steward throughout the day, apart from a few youngsters manning the entrance to check tickets upon arrival.

Volunteers also appeared and assisted in erecting our brand new 4.5x4.5 metre gazebo. As the only person who had erected it previously I took the lead and barked out orders to get it correctly pitched and secured. Thank you for your forbearance, anyone would think I had spent 20 years in the Army... I must thank Tony Lapworth from the National Committee for purchasing it for us and getting it delivered on time. It's a great bit of kit and will be of great benefit in the future.

So Kent Area members thank you – you were great! We dealt with the challenges as they arose in a courteous and friendly manner, and we were good hosts for our guests from other areas. The weekend ended on a disappointment, outside of our control, but overall we delivered the National Weekend 2024 with a light touch.

**Howard Gilbert**  
*Coordinator, Kent Area*





# WANTED ... WANTED ...

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

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

The role of the Regional Co-ordinator is to:

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

## NATIONAL COMMITTEE MEMBERS

**W**ith the AGM coming up in November it is the time when the National Committee stands down and the membership votes in a new committee. Have you thought of becoming a national committee member?

The majority of our meetings are now held online so you can participate from home, no need to travel. We have only had two face-to-face meetings this year, they are held in Thame which is near Oxford.

For more information on the above positions please contact the Club Secretary: [secretary@stag.org.uk](mailto:secretary@stag.org.uk)

8-10 NOVEMBER | NEC, BIRMINGHAM



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# A BOY, A STAG, AND 'BLUE PETER'

## MY ROADSIDE THROTTLE CABLE REPAIR

**I** am SOC Member 31063, Adrian King - Rank, name and number, that's all your getting from me, unless you wish to include a short story, about a Boy, a Stag and 'Blue Peter' !

When my parents first sat me down in front of the T.V. As a boy in the early Sixties to watch 'Blue Peter', and I in turn encouraged my Two Boys through the early Eighties, to watch this fascinating and educational programme, little did I know, that Four Decades later, the 'Subliminal' lessons I had learned would become Very Valuable, and surprisingly satisfying and rewarding, when I too, put into practice what I had Learnt could be done with, 'Sticky Backed Plastic and String' !

On Sunday, 15th. July, 2024, I decided to take my Stag STA6 3.5L ( yes I know, but there we are ), out for a reasonable jaunt of approximately 120 miles.

The ride had a purpose of 'Checking a Route' I had devised for a BMW motorcycle group 'Ride Out' which I was going to lead on the following Sunday.

The ride took me to Dorney Common, Eton Wick, Windsor, a distance of 65 miles in an hour and a half, on

a 'Meandering' course ! All went smoothly, so I stopped, turned around and began the return trip home.

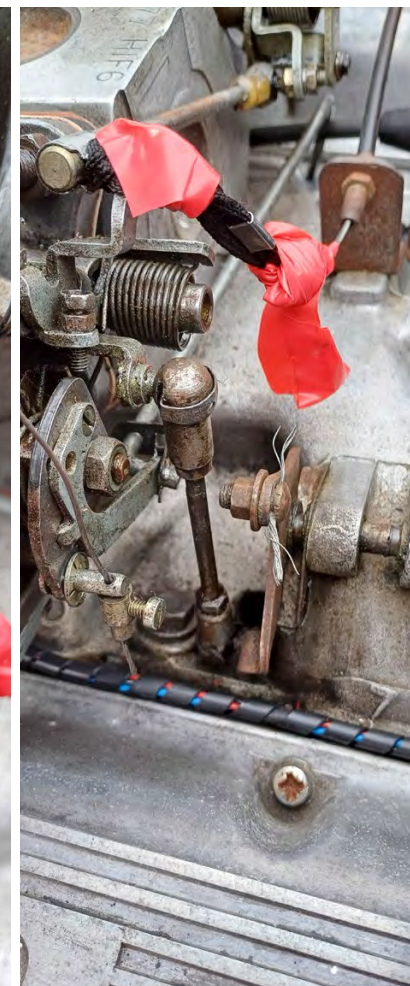
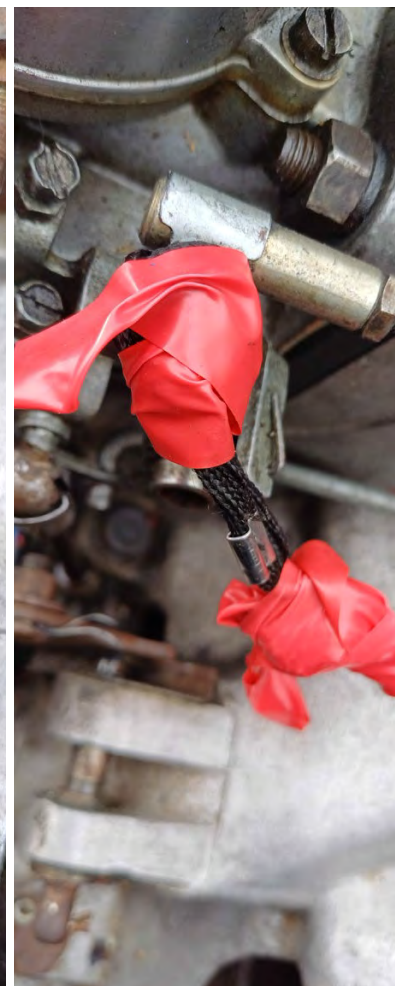
The return journey 'Should' have been about 45 miles and around about the 1 hr. 5 minute as I was going on a more direct route !

However, negotiating a roundabout at Great Missenden on the A413, I accelerated out of the exit, straight ahead on the A413, WELL, at least I thought I had, when absolutely NO response from the car on the throttle whatsoever.

As well as the car beginning to slow at an alarming rate, I suddenly became aware of the reluctance of the accelerator to spring back up - it was indeed, flat against the bulkhead !

I'm no mechanic but knew instinctively it was one of maybe a couple things.....either the Linkage to the Carbs were broken OR the throttle cable had snapped.

Car stopped, bonnet up, and I saw the cable had broken approximately an inch and a half, ( 2.5 - 3cms ), from the end that's pinched and locked in place for the control lever, and approximately 3 inches, ( 7.5 cms.), was





sticking out of the Outer case where it butts against the anchor post !

You can ALL berate me later for lack of Forethought, but I didn't have a single tool in the vehicle, not one, and I know, 'I drive a Stag'!

But what I did have was... 'Sticky Backed Plastic and a Piece of String'!

In the Boot, I had a small hand torch with a lanyard clipped to it to secure around the wrist. I also had a roll of Red Electrical insulating tape.

So, the rudimentary action of the cable is to pull a lever, which in turn operates the 'other linkages' to effect the carbs... What to do !

First I folded the cable protruding from the outer case, back on itself to form a loop. Whilst gripping it tight in situ, I starting winding the electrical tape over and over the broken end onto itself to secure it.... What a performance, do you realise how 'Stretchy' that tape is, Nightmare !

I then unclipped the Lanyard and forced one end through the loop of the wire, put the other end through itself so securing it firmly to the loop. The last part was to secure the free end of the lanyard (string), onto the top of the linkage that pulls backwards when throttle pressed, thus operating the carbs.

Having secured both ends, I started the car, and with great trepidation touched the accelerator peddle gently and the car responded with an increase in revs.

I took the gamble and selected first gear. We moved off and a gentle press again in second and I was up to running speed, third and fourth and there appeared to be no lack of response – we were off, homeward bound !

A worrying thirty minutes later and I was outside my house.... Phew!

I immediately opened the bonnet and found the whole 'MacGyver' fix had held firm and was even very difficult to Undo !

I took a couple of photo's, and I haven't patented the design, so feel free to copy should the need arise !

SO, with Education, Sticky Backed Plastic and String, you can go far!

### Adie King – Oxford 'Chapter'



### Thought for the Month Rupert Klaiber

"We once had empires ruled by emperors, and kingdoms ruled by kings. Now we have countries."

*Anon, numerous variations*

# MYR 431P 'MYRTLE'

## THE RESTORATION OF LOVE CONTINUES

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



### Clutch

As discussed previously under *Engine & Gearbox*, the clutch pipe had to be drained and disconnected from the slave cylinder before the engine was removed from the car.

### Clutch Slave

This was attached to a lug sticking out of the O/S bottom of the gearbox. The slave push rod needed to be disconnected from the clutch lever. (a photo was taken of the lever, showing which hole the rod was attached to, before disconnecting). The slave cylinder was old and stiff, so was replaced. Note that the slave cylinder fed into the lug from the rear of the car with two bolts holding the slave onto the lug from the front.

### Clutch Hose

Having already been disconnected from the slave cylinder, it was a simple task to disconnect from the master cylinder and remove. The hose was in good condition, so was cleaned and reused.

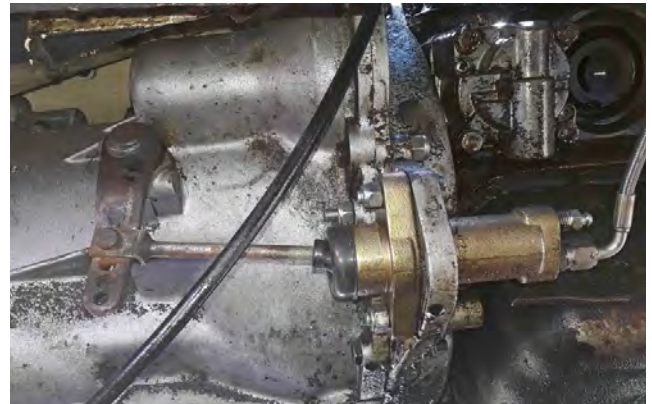
### Clutch Master Cylinder

This was attached to the O/S engine bulkhead and comprised two parts, the cylinder itself and a fluid reservoir on top. The two were connected by a short piece of tubing with two jubilee clips holding it in place. The reservoir was supported by a bracket that was attached to the topmost of two bolts that held the cylinder onto the bulkhead. These bolts went through the bulkhead and attached to the clutch/brake box. The push rod attached onto the clutch pedal inside the box. The master and reservoir were in good condition, so were taken apart and cleaned, before being painted and refitted. This was a difficult piece to replace as it required two people, one holding the master in place and one working inside the driver's footwell (best done with the driver's seat removed!)

### Clutch Pedal

This was removed as part of the brake/clutch pedal box assembly, stripped down and all parts examined. The box and the pedals were sandblasted and powder coated in black. New springs, bolts and pins were used when rebuilding, along with a light greasing of the pivot rod that went through the pedals. New pedal rubbers were also fitted.

Once everything was back on the car, the reservoir was filled with clutch fluid and the system bled.



## Cooling & Heating

This was quite a comprehensive section and included the radiator, hose/pipework, overflow bottle, heater matrix, water pump, thermostat and the demister/air hoses inside the dash.

### Radiator & Fan Guard

The upper and lower radiator hoses needed to be disconnected (thus draining the radiator) together with the expansion bottle hose which attached to the top N/S of the radiator. The radiator was held in place by two bolts at the top, going through the air intake duct and the front upper radiator support panel. The front grill needed to be removed first, to gain access to the bolts. At the bottom of the radiator, two threaded lugs fitted into holes in the lower front panel. The fan guard then attached onto the other side of the lower panel and protected the fan.

Once removed, the radiator was flushed through, using a hosepipe in both directions, to remove any buildup of sludge. The radiator was then cleaned, prepped and painted with black POR15 topcoat and a new brass filler plug and O-ring fitted. The fan guard was sandblasted and powder coated in black. Once back on the car, the radiator was filled with Evans waterless prep fluid and the engine brought to normal running temperature, to remove any water from the system. The radiator was then drained and refilled with Evans Classic Cool waterless coolant

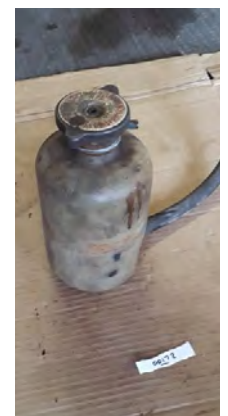
### Hoses & Pipework

New braided hoses and jubilee clips were fitted throughout the cooling/heating system as part of the restoration. The bottom radiator right-angled hose connected onto a large right-angled metal pipe, held to the engine block by a bracket. The pipe connected to another right-angled hose attached to the water pump on top of the engine. This pipe was sandblasted and powder coated, whilst the bracket was cleaned, prepped and painted in black POR15 before being refitted.

The top radiator hose connected the radiator to the thermostat housing, situated on top of the water pump. A smaller 'U' hose led from the water pump to a long, slim metal pipe that ran along the inside of the O/S cam cover. This pipe connected, by another short hose, to the heater matrix at the front bulkhead, behind the O/S cam cover. This pipe was also sandblasted and powder coated before being refitted.

### Overflow Bottle & Hose

The bottle sat on the N/S of the radiator, connected by a length of hose to the top of the radiator and had the radiator pressure cap on top. All the parts were looking very tired and, after a few attempts to remove 40+ years of gunk from the bottle, the whole lot was binned and bought new. That included a new bracket which had obviously ticked someone's 'too difficult' box as it was missing! A Rimmers kit was purchased, which saved money, consisting of the bottle, hose, hose clips, bracket, brackets bolts and pressure cap. Putting the bracket on was fiddly as it needed to be compressed to get the small nut onto the small bolt, but held the bottle securely once on.



## Fan

With the radiator out of the car it was easier to get to the four nuts holding the fan onto the viscous coupling. Once off, the fan was cleaned and a fine sandpaper used to gently remove any slight burrs on the plastic blades. Replacement was just a case of reattaching with new nyloc nuts

## Vents & Air Pipes

There were two sets of flexible air pipes coming off the heater complex. On each side, there was a pipe going to the demister vent (attached to the dash at the base of the windscreen) and another going to the 'eyeball' vent on either side of the dash. The N/S pipes were accessed by removing the glovebox, whilst the O/S pipes required the instrument panel being removed (the O/S eyeball was part of the instrument panel). New pipes were then cut to size and fitted, using the originals as templates. The vents were examined, cleaned and refitted, with the eyeball vents having a spray of silicon to free them up.

## Heater

The heater unit sat behind the dash and central consol, both of which had to be removed first. The fan electric also needed to be removed (the connector was found on the O/S of the heater, underneath the carpet), along with the flexible air pipes. The heater received air in from a large aperture below the front chrome air intake grill and expelled it through the four vents and two additional outlets on the heater (controlled by flaps that pushed against foam gaskets when not in use) at the central dash fascia and at the bottom of the heater unit.

The hot water to the heater matrix was controlled by a rotary valve to the O/S of the heater and received via an input and a return pipe both of which went through the bulkhead and connected to the engine hoses. The heater had a quirk in that there was a drainpipe attached to the bottom which fitted inside a hole in the gearbox tunnel, near the front bulkhead. The unit, once disconnected from its four bulkhead brackets, needed to be lifted up to ensure the pipe was removed from the hole – this was not explained in any manual! Foam gaskets were situated between the heater/bulkhead (under the air intake grill), between the twin heater matrix pipes/bulkhead and between the drainpipe/gearbox tunnel.

Once out, the heater unit looked in a poor state with (thankfully only surface) rust on a lot of it. Firstly, lots of photos were taken, then the unit's controls were disconnected. The side without the pipework was then removed. The opposite side could then be unscrewed and removed, complete with the heater matrix and controls. More photos were taken, especially of the multitude of foams covering the flaps and heater matrix, all of which were disintegrating before my eyes! The unit was then broken down into its constituent parts and cleaned. The fan was washed with a toothbrush, to get in between all of the vanes, whilst the many metal panels were lightly sanded, cleaned, prepped and painted in POR15 black paint.

The heater matrix was flushed through (in both directions) to clear out any sludge build up and then dried thoroughly. New self-adhesive foams were fitted to the internal parts (checking with photos that I didn't miss any) and the unit rebuilt





with new screws, taking care that the quite thin metal panels didn't get trapped anywhere and get bent. The various controls were greased, checked for smooth operation and adjusted as per the ROM (80.10.06). The external foams (outlined above) were replaced, having to be cut manually from self-adhesive foam as they were not available to purchase. There were two sizes of foam used – 5mm and 10mm thickness.

#### **Water Pump**

The water pump cover (located on top of the engine at the front) was only accessible once the inlet manifold had been removed. It was cleaned and then removed and the water pump visually examined. With no obvious issues and previous good behaviour, the internals were left well alone! The cover was replaced with new gaskets and bolts, referring to the ROM (25.50.01 s12-16) for instructions on the fitment process to identify the gaskets required to achieve the correct thickness. (The gaskets come in a kit of three – 10,20 & 30 thousandths of an inch, to cover 10-60 thousandths gap).

#### **Thermostat**

The thermostat housing was located on the top of the engine, facing front, attached to the top radiator hose. The cover was removed and cleaned, paying particular attention to any dirt and scale build up on the input/output tubes, then rebuilt with a new gasket, bolts (note: the two bolts were of different sizes) and a new 82°C thermostat.



*Ian Campbell (Oxford area)*

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# KNOW YOUR STAG #27

## THE SEAT BELTS

**H**aving dealt with the seats a couple of months ago, I suppose that I should now sort out the seat belts. This should be relatively simple but there are a couple of little details which you may like to take a note of as we go.

But before I start, there is a little matter of a 'tester' that I set in the article in the July magazine. The answer to the question 'what is the deliberate mistake in the article?' was that the photo of the early Mk1 seat without the head rest only had eight strips in the seat panelling, not the nine of the normal Mk1 or the ten of the later cars. Two of you contacted me over it so stand up Messrs. Kiefer and Robertson, you have proved yourselves to be eagle eyed and on the ball. Or perhaps you were the only two members who read the article ?

Now, on with the article.

The seat belts for Stag were mostly provided by Britax and were of the inertia reel type with three point fixing.

### Early Belts

The early belts were Britax 'Autolok III' with the inertia reel mounted at the base of the B-pillar and the top mounting being bolted into the pillar just above the top of the front seat. The fixing bolts are chromed and exposed to view.



*This is not a photo which I am particularly proud of but it shows you what you need to know – the exposed chromed bolt passing through the belt bracket on an early car. It couldn't be much earlier as this is from LD7 – you would not want to take on this restoration project, I can assure you.*



*An early catch. Note that the release buttons are on the front of the catch . It may seem perverse but the legend 'press' is meant to be read from the seat and therefore appears upside down when viewed from the dashboard. Any catch mounted with the release buttons at the rear is the wrong way round – but is more easily readable!*



*An Autolok III belt and inertia reel on the bench showing the single rectangular hole in the flat fastening tongue.*

The belt has a chromed tongue with a rectangular hole which locks the belt into the catch mounted on the transmission tunnel. The catches for both driver's and passenger's belts are mounted in a single white plastic surround and there is a separate release button for each belt at the front of the surround.

I believe that these early belts also had a stiff plastic protector over the tongue end of the belt, riveted in position and formed over the tongue, as seen in the first photograph. This seemed to have been dropped when the shape of the tongue changed – but read on...

### Early Mk2 Belts

The belts were again 'Autolok III' and the catches mounted on the transmission tunnel were of the same

type as for the early belts, however, the tongue on the belts were of a slightly different type with two smaller rectangular holes to lock into the catches and the tongue was slightly bent to allow for easier engagement in the catch. It would appear as if the two catches were interchangeable as the flat, single hole tongue fits and works in the later catch but I cannot vouch for the vice-versa situation.



*The second type of tongue, with two smaller holes. The catch on the transmission tunnel stayed the same – with a single white surround for both catches and black buttons at the front.*

This seems to have coincided with a change in the top fixing for the belts which changed from a bolted bracket to a hook screwed into the B-post.



*In the early Mk2 cars, the top fixing is by a hooked bolt screwed into the B-post with the hook passing through the fixing bracket*

**Late Mk 2 Belts**

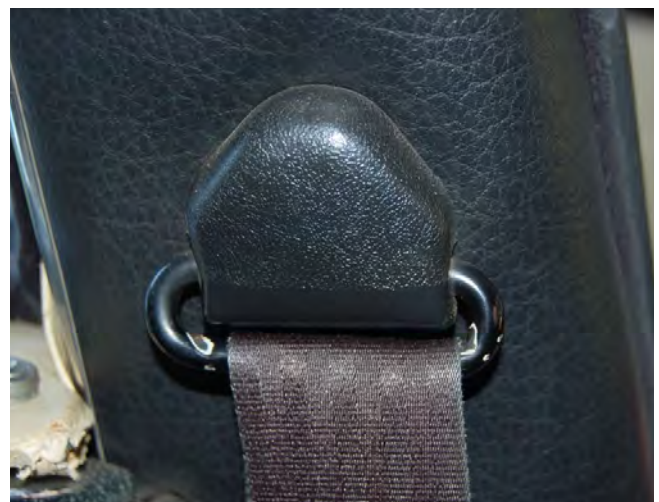
The last style of belts were Britax but contained no indication of the model on the inertia reel casing. The top bracket on the B-post returned to a bolted fixing but a plastic cover was used to hide the bolt head itself.



*The later style of Britax inertia reel with two shaped but basically rectangular end caps but still mounted by a bolt through both the belt bracket and the inertia reel housing.*



*A late top seat belt fixing bracket and bolt. Note that the bracket is different to that on the early cars which just had slot cut in the bracket for the belt to pass through. This later bracket has an oval link fixed into the flat part of the bracket.*



*... and it was then covered by a plastic cap so that it is just the oval link which is seen.*

The tongue on the later belts was also of a completely different shape to earlier models.



*A later seat belt tongue – a totally different shape to the early ones.*

And this fitted into a different type of individual catches for the driver's and the passenger's side, with the catches held on short, flat metal plate stalks. Each catch has their own red release button.



*The later catches mounted to the transmission tunnel with short flat plates which allowed the catch to swivel around the bottom bolt. These were also equipped with two wires to each catch through which the seat belt warning light was activated.*

These later belts were designed to be compatible with the seat belt warning system which also incorporated a weight sensor in the front seat squabs. Thus they were specified for all Stags built for the 1974 model year and after (LD 30001 onwards).

### **The Alternative Belts**

I have no direct experience of the alternative belts fitted to Stag but the parts catalogue (Beware!, Proceed with caution!) shows that there was a style of belt which consisted of similar parts to those described for the first

two styles above but the catch on the transmission tunnel was in two halves – one for each front seat occupant. These both had an all black housing and white release buttons with the 'press' legend in black. The illustration shows the two-hole style of tongue being part of this belt kit.



*An excerpt from a 1974 advertising brochure showing an alternative seat belt catch and tongue.*

These are shown in the parts catalogue as having connections for the seat belt warning system and, having looked at a number of examples in photographs, it would appear as if these were brought out for markets which had seat belt warning regulations – Germany and the USA being the main contenders. It is likely that they were only introduced for the 1973 model year and were superseded by the late Britax design (with the red release buttons) for the 1974 model year and may well have been used as replacements for the later units when there was short supply as some 1974 cars seem to have been fitted with them.

This unit is initially shown in the 1973 model year USA sales brochure and later in the UK brochure prepared for the 1974 model year so I believe that this fitment was standard on USA (and probably German) market cars for 1973 and possibly used in some UK market cars when the later style was not available – or to deliberately use up old USA stock. This would not be the first time where something was promoted in a brochure but not actually used as the norm during production.

### **The Parts Catalogues & Original Triumph Stag (James Taylor book)**

The Parts Catalogue seems to be confused in its treatment of the seatbelts. They are not shown in sketch form until the 1976 edition and then the artist seems to have been playing 'catch up' as the illustrations do not bear out what was fitted in reality. None of the systems depicted is the same as those fitted to my cars. There seems to have been a 'mix and match' approach going

on where, to paraphrase Mr Morecambe, 'All the parts are there but not necessarily in the right pictures'. The parts catalogue shows a change point from one system to another at LD 10001 – which, by looking at what has been fitted, is just wrong. It also shows a Kangol fitting which seems to be similar to that with the red buttons fitted to the later cars but has a different tongue design. However, the unit fitted to my late cars is clearly marked as 'Britax'.

If anyone wants to enter into the 'debate', please feel free to e-mail me with your experiences as I am not stupid enough to think that I am always right.

Looking at the James Taylor book, it would appear as if he took his information from the parts catalogue – and is therefore wrong on a number of points. One cannot blame him as he could only work with the information available to him in 1998 – and I have had access to a number of cars here and to a thousand or so photographs plundered from the Internet. There are undoubtedly, other systems currently fitted to Stags now (like the black combined catch unit with red buttons to the front – which I understand was a fitment for a different Triumph model) but can any of them be confirmed as the original fitment for Stag ? Your thoughts would be appreciated.

*Peter Robinson*

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06/12/23

# THE CLUB STAG ARCHIVE

## The Triumph Story, Part 8 – The Cars of The Thirties

**A**s the thirties started, Triumph were making their smallest car ever - the Super Seven – and this was selling well with a number of body styles and engine tunes available. But to keep sales going they had to compete with the other motor manufacturers around them so a continual flow of new models had to be designed and marketed. Thus, despite challenging economic times, the Thirties saw a multiplicity of new cars being added to the Triumph catalogue.

As I may have said before, I am not an enthusiast of veteran (pre WWI), vintage (before 1930) or post vintage (until 1945) cars and before writing these articles I had no real knowledge of those made by Triumph before the war but, from what I had read, there seemed to be a confusing wealth of names used in the Thirties. Dolomite, Gloria, Southern Cross, Scorpion, Vitesse, Twelves, Fourteens and Tens. I found the model progression quite difficult to follow. However, as I prepared for this article one of our members, Phillip Johnson, contacted me with a photo missing from my article on the Twenties and he set me thinking – so I acquired the book in which he had found the photo and others in 'the series' which dealt with later generations of cars and these have helped to understand the confusion (I think!). So, thank you Phillip.

Now, let's get down to it.

### The 'Ordinary' Ones – Nines, Tens and Southern Cross

We left the Twenties with the small Super Seven providing an ever more mobile public with cheap transport and also with the thrills that come with sporting events. The 'sporty' image which Triumph acquired at this time should not be underestimated as it was that image which led to Triumph's later acquisition by Standard after the War and, without which we may never have got the TR range in the fifties and the Stag in 1970.

By 1932, however, an upgrade was needed and the 'Super Seven' morphed into the 'Super Nine', using a Coventry Climax 1018cc 4-cylinder engine in what was basically a Super Seven frame – 4-speed gearbox, semi-elliptic springing and hydraulic dampers all round. This was the first use by Triumph of the engine from another manufacturer and the link with Coventry Climax will pop up time and time again in the Triumph story (and, yes, it is the same company which made forklift trucks through the fifties to the eighties and provided engines for Cooper, Lotus and Brabham formula 1 cars).



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There are other Triumph Super Seven models from £162.10, Scorpion 6-cyl. models from £220.  
*Write for full details.*

# TRIUMPH

*An advert for the Triumph Gnat, a sporty version of the Super Seven – for the price of a good Michelin MXV tyre in today's money.*



*This is one of the posh ones – a Super Nine, 4-door, 6-light Limousine.*

The Super Nine only lasted in production for little more than a year before the Ten took over for another year.

The Ten had a slightly enlarged engine of 1122cc – remember the reasons for the simple names adopted at that time where the model took its name from the theoretical horsepower produced by the engine – hence a ‘Nine’ produced a theoretical 9hp with the larger ‘Ten’ producing a theoretical 10hp.

The engine was again from Coventry Climax but the ‘first’ for this model was that it was produced with the first rear wheel handbrake offered by the Triumph Motor Co.



A ‘Ten’ with a similar body to the Super Nine shown above – this is a deluxe saloon from 1934.

This is where it gets tricky as these two models were produced in 2 or 4-door saloon, 2 or 4 seat tourer and standard and deluxe formats. However, they also appeared in the catalogues in ‘sports format’ with the same engines on a slightly longer wheelbase chassis. It is these ‘sports format’ cars which were called ‘Southern Cross’ – but, in reality, they were sporty versions of the Nines and Tens.



A Triumph advert for the 1932 Southern Cross (not to be confused with the later Gloria Southern Cross).

Production of all versions of these cars was around 9,000, although this figure may include some of the later cars produced during 1934.

**A Quality Car – The Scorpion and the 12-6**

Alongside the ‘ordinary’ cars, during 1931-1933, Triumph produced a series of larger 6-cylinder engines cars on lengthened chassis and with coachbuilt saloon and tourer/ coupe bodies. These were christened ‘Scorpion’ and they utilised a 1203cc in-house built, side valve engine producing a theoretical 11.8hp (which was actually about 25hp).



A Scorpion 2-door tourer from 1933.

To increase the range a bit further, the Scorpion was offered with a 4-door six light saloon body – thus giving more room to all inside – which they called the 12-6 (12hp -six cylinder).



An advert for the Triumph 12-6 from Autocar, October 1932.

In all, approx. 1500 Scorpions and 12-6s were built.

The Stag owner may well be interested in the method of heat control employed by the six cylinder engine because, as well as having a conventional cooling fan, there was a thermostat within the radiator header tank which automatically opened and closed the radiator louvers as the temperature in the header tank fluctuated. Fascinating engineering from ninety years ago.

### The Small One – The Super Eight

The models detailed above were all new for the early thirties but the successful Super Seven ran as a continuation from the Twenties until 1932 when it was renamed the Super Eight. Using the same small engine and short chassis, the Super Eight utilised the idea of providing more 'extras' for less money in an effort to stimulate sales and finish the stocks of Super Seven components. Thus they all had leather upholstery, adjustable front seats, sunroofs, safety glass, electric screen wipers, dip beam lights, radiator stone guard and whatever Triumph could find to give the best possible package. The Super Eight was in production until 1934 with approx. 2200 cars being built.



*A 1933 Super Eight – a small car, but with all the extras. Note the four doors (count the hinges) but only one door handle – an interesting pillarless construction.*

### The Glorias

1934 was a year of change as the whole model range was replaced by a completely new set of cars. These were lower and longer than the previous cars and utilised either a 4-cylinder or 6-cylinder engine, designed by Coventry Climax and built in-house using Climax supplied castings.

Two sizes of 4-cylinder engines were used, 1087cc and 1232cc, each being available in a normal or a 'vitesse' tune. The six was also supplied in two sizes, 1476cc and 1991cc, each also having two states of tune. The cars were available in a multitude of body styles, including a Monte Carlo (another name to confuse you) and a free-flow saloon (which had an aerodynamically designed body and was only available for the six cylinder Vitesse models).

The Monte Carlo versions were also available on cut down chassis with a 2-seater sports body, in which form they were marketed as the Gloria Southern Cross.



*Now that's more like it – this is a touch of class isn't it ?  
A 1936 Triumph Gloria Vitesse 4-dr saloon*



*A Triumph Gloria Southern Cross.*

These cars were undoubtedly head turners with their flowing running boards and long noses but maybe the icing on the cake for those built after 1935 was the special radiator mascot which, to many, is seen to be far more beautiful than the Spirit of Ecstasy which has graced Rolls cars for many years. It was designed by Walter Belgrove, who served the company from 1930 to 1955, being the first real, fully rounded designer employed by Triumph (and later Standard-Triumph). When he left after masterminding the Vanguard and the TR2, it was not until Giovanni Michelotti's arrival as a consultant in 1957 that his skills were replaced.



*The Gloria radiator mascot designed by Walter Belgrove.*



A total of 5,000 Glorias were sold between 1934 and 1937. The Vitesse models were capable of 75mph and could cruise at 60 so they could keep up with all today's single carriageway road traffic and sit nicely in the left hand lane of any dual carriageway – so there appears not to have been that much advance in our ability to get from A to B in the last ninety years.

#### A 'Three-Off' – The Dolomite Straight Eight

The only eight cylinder engine that was produced by Triumph before the Stag V8 belonged to these three cars – for that is all that were built of this most wonderful of Triumphs.



*Donald Healey poses in a Cornish village with his supercharged straight eight Dolomite creation.*

It was designed in-house by Donald Healey (remember that name as, like Coventry Climax, it keeps popping up) as an attempt to manufacture a mid-range Grand Prix contender. Just as in the sixties when Triumph dismantled a Mercedes SL to help with Stag design, Healey and his team bought and dismantled a 2.3l Alfa racer so that they could gain 'engine experience' before finalising a design which owed much, but not all, to the Italian car. The engine displaced 1990cc and was rated at 17.85 RAC horsepower – although it actually delivered between 120 and 140hp. The supercharger involved did wonders for the output !



*Another way of joining two 4-cylinder blocks – end to end – the camshafts and crankshaft were also in two sections.*

Six engines and three cars were built before the difficult times of the Thirties led to the cancellation of the project – but not before car number 1 was entered in the 1935 Monte Carlo Rally where it was involved in a collision with a train on an unguarded crossing in Denmark and all but destroyed. The other two cars and all remaining parts were sold a number of times and then disappeared in the sixties. After much changing of hands, we now have two complete and rebuilt cars – chassis numbers DMH1 (the Monte Carlo Rally car) and DMH2 (originally a part built show special).

#### More Glorias – 1937-1938

Released for sale in 1937 Triumph produced two models named as the 'Gloria 1 ½ Litre' and the 'Vitesse', the Vitesse being available as either the 14/60 (with a 4-cyl engine) or as the '2 Litre' (with a 6-cyl engine). In 1938 the Gloria 1 ½ Litre was renamed as the 'Gloria Fourteen'

The Gloria 1 ½ Litre was built on the Gloria 4-cyl chassis but with an all new Triumph designed and built, OHV engine, which came in 1496cc (1937) and 1767cc (1938) forms with a twin carburettor version available on the larger engine size.

This was available as either a 4-light or 6-light saloon, or as a tourer.



*A 1937 Vitesse 14/60 4-door saloon – complete with radiator mascot.*

The Vitesse was built on a Gloria style frame and had either a new 4-cylinder OHV 1767cc engine (the 'Vitesse 14/60') or a 6-cylinder OHV 1991cc engine, based on the Coventry Climax 'six' used in the earlier Glorias (the Vitesse 2-Litre).

This was available with the same body styles as the Gloria 1 ½ litre and also in coupe, special saloon, 4-seat coupe and cabriolet form.

#### The Production Dolomites

Using the engines available in the 1937/1938 Glorias, Walter Belgrove styled a new range of cars named 'Dolomite' These were available with the same engines as the later versions of the Gloria, both fours and sixes and all with OHV.

The new Dolomites were easily distinguished from their related triumphs as they were fitted with the well known 'waterfall grille' – the first time that a die cast grille was used on any British production car. Although many thought that this looked wonderfully decadent on the open topped sports versions, it was not so well thought of when applied to the saloons.



A 1938 Dolomite 1.5 litre Sports Saloon – with the controversial 'waterfall' radiator grille.

I must at this point admit that I cannot find any way of easily and adequately describing the various models in which this original Dolomite range was produced. There was a 14/60, a 14/65, a 1 ½ Litre, a 2 Litre, a Continental 2 Litre and a Roadster Coupe on either a 9ft or a 9ft 2in wheelbase and with the 4-cyl OHV 1496 cc or 1767cc engine or the 6 cyl OHV 1991cc engine. .

In all, approx. 7,000 original Dolomites were produced between 1937 and 1939

#### The Twelve – A Final Throw of the Dice

Things had not gone well for any motor manufacturer in the late Thirties and for 1939 Triumph introduced a new down-priced model with a slightly restyled Dolomite 1 1/2 Litre body and frame with plenty of extras within the standard equipment list.



*A very attractive Car the-*  
**TRIUMPH 'TWELVE'**

Part of a catalogue for the Triumph Twelve of 1939.

The engine used was the 1496cc 4 cylinder OHV unit and the 'waterfall' radiator grille was replaced with a stately vertical slat type. Only around 50 were built before a section of the works was turned over to aero engine component production in anticipation of war with Germany.

The above is a very basic appreciation of the cars made by the Triumph Motor Co in the Thirties. I have only 5 pages to get across the basics to you all whereas Richard Langworth spends 53 pages on the subject in his book (co-produced with Graham Robson) entitled Triumph Cars – The Complete Story. For anyone interested in understanding the further details of the cars made in this period, I would guide them towards this book. There are three editions, the 1979 and 1988 copies are basically the same when it comes to the Thirties whereas the third edition ((not actually dated) was completely reworked and has new colour photographs to support or replace the original b&w ones. It is to be recommended.

Next month we will take a look at what was going on behind the scenes while these cars were being made. I will warn you now that, unfortunately, it will not be an uplifting read...

**Peter Robinson**

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# SOCTFL NEWS UPDATE

## A BRIEF LOOK INTO SOCTFL ACHIEVEMENTS



**A**s the new kid on the SOCTFL and having no experience of the workings of the automotive industry every day has been a school day since I joined the committee.

We all know that each industry sector has its own technical vocabulary and acronyms. So no surprise that a new language is but one of the things to be mastered.

The more you look into the past the more you come to realise that SOCTFL has, and continues to meet it's fundamental goal of helping to keep our Stags in fine roadworthy condition. A remarkable achievement given that the Directors and committee members have always been, and still are volunteers giving freely of their time and expertise

Roger Kennedy, Regional Co-ordinator for the Eastern region and long time SOCTFL committee member is currently undertaking a project to consolidate the records relating SOCTFL contracts. His objective being to develop an archive that includes all the contracts developed by SOCTFL with manufactures, distributors, and others over the years. An archive that organised and can be easily accessed for reference purposes. No mean task since there are records but they have been saved in a number of places using different systems as personnel changes and contracted partners went out of business, merged with other organisations, or simple decided they no longer wish to continue.

It was interesting to discover that some of the SOCTFL projects were so successful that other companies decided to produce components for themselves. Talk about 'mimicking being the sincerest form of flattery'.

So far Roger has produced a spread sheet of the contracts he has 'sorted' and has started to translate this information into an up to date database of the components that are still available. This information will be published once completed so that members can be informed.

Take a look at the results he as achieved to date. It clearly demonstrates SOCTFL's achievements over many years and the hard work that has gone into their success.

- **Original Agreement with manufacturer to produce tooling and parts**
  - L/H DOOR SKIN
  - R/H DOOR SKIN
  - L/H REAR INNER OUTER WHEEL ARCH
  - L/H REAR INNER OUTER WHEEL ARCH
  - L/H REAR INNER OUTER WHEEL ARCH
  - R/H RAIN CHANNEL

- L/H FRONT INNER ARCH
- R/H FRONT INNER ARCH
- L/H FRONT INNER ARCH SPLASH PANEL
- R/H FRONT INNER ARCH SPLASH PANEL
- L/H DOOR BOTTOM REPAIR
- R/H DOOR BOTTOM REPAIR
- BOOT LOCK
- DIFF MOUNTING PLATE

- **Agreement with manufacturer (2001) to produce 50 Water Pump Shafts**
- **Agreement with manufacturer for Bonnet Insulation Pads ( company now in liquidation)**
- **Agreement with manufacturer to Supply wiper blades (2003) (SOCTFL parts no longer available)**
- **Agreement with manufacturer to produce splashes ( form tools) from inner sills**
- **Agreement with manufacturer re investigation to recon Steering Locks**
- **Agreement with manufacturer re tooling for Rear Deck Panels**
- **Agreement With manufacturer develop tooling for RH/LH rear wings**
- **Agreement with supplier for engineering and production batches or 10 pairs of cylinder heads**
- **Agreement with manufacturer for Quarter Light Weather Seals**
- **Agreement with manufacturer for Quarter Light Weather Seals**
- **Agreement with supply and manufacturer for Gearbox Trust Washer**
- **Agreement with supplier to aid repairs tooling**
  - RADIATOR TOP SUPPORT
  - BATTERY BOX SIDE RH
  - BATTERY BOX SIDE LH
  - BONNET STAY QUIDE
  - CLOSING PANEL LH
  - OSING PANEL RH
  - CROSSMEMEBER DIFF MOUNT
  - CHASSIS LEG REAR LH
  - CHASSIS LEG REAR RH
- **Agreement with supplier re Cooling Fan Pulley (Crankshaft Damper)**

- Agreement with supplier re Radiator Support Panel
- Agreement with supplier re Boot Floor Panel
- Agreement with supplier to Manage and deliver Glass Channel and manufacturer
- Agreement with manufacturer to continue manufacture of panels from assets acquired for Envisage Manufacturing
  - L/H DOOR SKIN
  - R/H DOOR SKIN
  - R/H REAR INNER OUTER WHEEL ARCH
  - L/H RAIN CHANNEL
  - R/H RAIN CHANNEL
  - L/H FRONT INNER ARCH
  - R/H FRONT INNER ARCH
  - L/H FRONT INNER ARCH SPLASH PANEL
  - L/H FRONT INNER ARCH SPLASH PANEL
  - L/H DOOR BOTTOM REPAIR
  - R/H DOOR BOTTOM REPAIR
  - DIFF MOUNTING PLATE
- Agreement with supplier for production of Front Grille and Rear Wing Badge Inserts
- Agreement with supplier Spares for Brake Adjuster Kit



(L-R) Roger Kennedy, Paul Smith, Russel Lewis.

- Agreement with supplier to remanufacture Standard Cylinder Head Gaskets
- Agreement With supplier to produce Water Pump Impellers
- Agreement with manufacturer to supply LH/RH Door Bowls
- Agreement with supplier to supply Air Intake Grill ( believe there is a new agreement with a new manufacturer)

*Noel Sargent & Roger Kennedy*

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# OUT & ABOUT

## E A S T E R N

Regional Co-ordinator:

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Mobile: 07816 271237

### NORFOLK

**M**id-Norfolk Railway Classic Car Day On a dull, drizzly day in July, 7 Stags and two other cars, arrived at Dereham Station where there were already plenty of classic cars. After admiring the quaint station, most of us used our free tickets & took the train to the end of the line at Wymondham Abbey. On the return journey we alighted at Thuxton Station, close to where Mike and Ellie live. The sun came out and 21 of us enjoyed a picnic in their beautiful garden, with refreshments kindly provided by them. After thanking Mike and Ellie, we continued our train journey back to Dereham, all agreeing it was a lovely day out.

Bomb Group Museum drive & BBQ saw 17 Stags & over 40 people enjoy a brilliant day which started at Cherry Lane Garden Centre, Pulham Market. A slow-moving café queue meant we left later than planned but still enjoyed chatting over (what became) brunch. Heading off to the nearby 100th Bomb Group Memorial Museum ([www.100bgmus.org.uk](http://www.100bgmus.org.uk)) we were warmly greeted then let loose to explore this fascinating wartime museum as featured in Apple TV's 'Masters of the Air' - produced by Tom Hanks & Steven Spielberg as follow-up to Band of Brothers. Browse the website, where there is a virtual tour giving an insight into this thought-provoking museum. We took time to read the bombers' crews' poignant & often tragic personal stories which led to the Group being called the 'Bloody Hundredth'.

We followed Peter & Jean's 32 miles, largely country lanes drive with tops down to Terry & Colleen's home which fortunately has a spacious garden to accommodate our line-up of 17 Stags. They (as 'Terry's Butchers', Dereham) had most kindly offered to fund all the meat for our BBQ, which was expertly cooked by Steve, Kevin & Peter. It was wonderful to see over 40 people sat in a circle in the sunshine chatting & eating happily. We were especially pleased to welcome new members Ray Noble & Tracey & the return of long-established member Chris Andrews & Maggie.

Profuse thanks to our hosts & the 'Catering Team' including Linda at Front of House & the 'Kitchen Staff'. For us longer-term members it was an immensely satisfying milestone event reliving those halcyon days before Covid slashed attendances. With 135 SOC families in Norfolk, if you had all come, it would have made an awesome Stag display filling the garden to overflowing!

August Noggin 'n' Natter had over 40 of us reviewing July's activities. Apart from the above events (plus Ian & Nancy's BBQ as reported last month), Steve enjoyed Gt. Yarmouth's Mega-Meet, Peter & Jean strongly recommend Thursford Gala Day for 2025. Alan, Doreen, Martin & Monica flew our flag at SOC's National Day, Ray & Tracey joined Suffolk/N.Essex Area at Helmingham & Kevin & Jan recommended Bure Valley Railway where there were 60 classics plus the chance to drive a train! Wow, what a July!

Kevin discussed outcomes from his recent Area email questionnaire & was encouraged that some people offered to get involved in organising local events. Ideas emerged for another Games Day, Quiz Night & perhaps themed events.

Jan Mellor was celebrating her 65th birthday





*The line up at Terry and Colleen's*

A technical discussion via Martin warned us of possible fires from battery cables shorting-out. Watch for a future article in the mag &/or on our webpage. Finally came the unbelievable news that Jan Mellor was celebrating her 65th birthday today. Her cake was topped with a Roman Candle - per the white column of flame in front of her on the photo! We had one eye on Jan's delight & the other on the smoke detector! Happy birthday Jan, we still reckon you're actually only 54 & will dismiss the added VAT to 65.

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

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

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

### NORFOLK AREA WEBPAGE

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

*Kevin Mellor*

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my car which as good and he has a Stag still a yellow one, so he's clearly still got taste.

Last month was our Long Weekend away in Christchurch, report to follow.

Buy the time you read this we will have attended the Hyde Hall classic car show which was well attended, report to follow.

One the 15th September we will also be attending the Maldon Classic Car show on the promenade and this is well attended and there will be Stags from North Essex/ Suffolk area too. If you book, which you have to do on line, then please tell me soonest so that I can reserve space for you. At the time of typing this we have a great number of Stags attending from our area. Lets see some photos of the day please as this will be our last car show of the year.

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

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

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

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

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

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

### DIARY DATES

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

*Andrew Smith*

**Tel: 01702 511234 Email: [yellowstagv8@gmail.com](mailto:yellowstagv8@gmail.com)**

**ESSEX**

**N**ational Day as well attended by Essex with 11 Stags. Weather could not have been sunnier and tops were down. Not sure how many photos Adam and I took but it was a good challenge. All cars behaved themselves. I was even approached by a previous owner of



Clifton car show nr Olney

## BEDFORDSHIRE & NORTHANTS

### **J**uly Natter and Noggin

The evening was well attended but only three Stags were in attendance. With it being a warm evening we sat in the garden as the first time possible this year due to the weather not being favourable to sit outside. Again discussion were varied with everything from problems with the Stag. Good recommendation for places to go to get work carried out on the Stags and a long discussion on pensions. As can be gauged from these Natter and Noggins are a wealth of information re the Stags and anything else. Why not come along and find us on the third Thursday of the month. All Natter and Noggins will be at Red Lion Elstow MK42 9XP 7:30pm onwards. You do not need to turn up in a Stag to join us just be interested in a good chat.

#### Events and car shows

July and the beginning of August have been busy for shows and breakfast meets. First was the 14th of July with the Beds and Northants most popular event of the year Kimbolton Castle Car and Country Fayre being on the same day as the club National Day at Brands Hatch splitting the attendance to both events to a poor showing for cars from the area. There were only 5 cars at Kimbolton when I had asked the organizers for a space for 35 cars. Might be a problem next year to get our favourite spot at this event. Brands Hatch only had two Stags from the area attend but a few members did come in their normal work horse. Saturday 20th saw two events being the local Triumph Motor Bike showroom in Woburn having a Triumph car and bike day on their forecourt and Beford River festival hosting a motoring show in the closed roads around the centre of the town. On the 21st the local Jaguar Dealer opened up their showroom to have classics on show. A few Stags turned up for a breakfast meet at the Compass in Greenfield on the 27th and on the 28th a couple of Stags were at the show at Bombardment Museum. Also on the 28th Three Stags from Beds and Northants went to a small pub show at the Robin Hood

Nr Olney. Midweek on Wednesday evening a couple of Stags were in attendance at Pirton Classics on the Green, The beginning of August started with a Breakfast meet at Rose and Crown in Ridgemont ( our old Natter and Noggin Venue under new management). Also on the same weekend members attended Ickwell classic show , Rushden Hall vintage rally and Colmworth.

#### Up and Coming events

All Triumph Day at Shuttleworth hopefully those that are going have got their ticket and instructions for meeting up so we can park together

Sywell Classics Pistons and Props, as a requirement for a club stand was 5 vehicles and I could not guarantee that many cars and along with the cost plus having to pay extra for a passenger that was my reasoning for not booking a club stand

STOP PRESS price of one passenger ticket has been reduced to £5 for passenger of a club display vehicle so if you wish to go and we can get 5 Stags let me know ASAP.

What's App group.

Very active this month with notice of events and car shows plus photos that have attending shows and breakfast meets. Also help given on making a tool to remove the heater valve, and advice on MK1 and MK2 door inner lock handle.

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

- ✔ September 8th All Triumph Day Shuttleworth
- ✔ September 10th Tuesday Oakley sports and social club car meet (prov)
- ✔ September 18th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards

#### BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

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## CAMBRIDGESHIRE

**F**irstly, I must say a big thanks to Chris Groves, who ran the Area while Kath and I were visiting family and friends in Australia and New Zealand. All things come to an end and as we're back home. Chris, sensibly, has returned the baton, at least for now. Chris did an excellent job, finding new venues with greater member participation. What's that about a new broom!

One of the events Chris arranged was our visit to Denny Abbey and Farmland Museum, a place I have driven past but never visited. The Abbey was founded in 1159 as a Benedictine monastery, then taken over in 1170 by The Knights Templars as a home for aged and infirm members of the order. With their suppression in 1308, the Templars were "re-homed", first in Cambridge Castle and then transferred to the Tower of London, not presumably for a holiday! The Abbey then became a convent of Franciscan nuns, the Poor Clares, in name only, until Henry VIII dissolved the nunnery. Henry, who was clearly short of friends, sold it to a friend from Essex, when it became a farm. It changed ownership over the years, until English Heritage took over the Abbey remains in the late 1960s. The main Abbey building survived as the farm house. Much of the land is still farmed, but the old farm buildings now incorporate a Farmland Museum.

There was a good turn-out, 9 Stags and 17 members, all parked within the grounds of the Abbey, between the Abbey and the Refectory, the nuns dining room, a building which had been used by the farm as a barn, but has now been partially restored. Our next step was to erect the shelter and the area sign, although dry it was an overcast day with a cool wind. The shelter side screen providing a good windbreak.

I was particularly pleased to see Brian Beane's Stag. Sadly Brian is no longer with us, but his pride and joy, apart from his wife, was the Stag he had lovingly restored.

He drove in to the Brooklands National Day in 2000, where he was persuaded to enter into the concours event, which it duly won. The Stag had been garaged for some years after Brian's death, but his wife Joan finally decided to part with it, provided the purchaser also bought Brian's other pride and joy, his Rover P5. Both cars now have a good home, with the Stag looking as good as ever.



After looking round the Abbey and Museum and lunch, Ken and Rod provided the after lunch entertainment, trying to coil the area sign back into its cover, more practise required but we did succeed, eventually. It does help to look at the instructions.

As one member commented, driving a Stag you don't feel out of place on the roads. Unlike many other classic cars, the Stag can easily keep up with other traffic and is large enough not to feel intimidated by lorries and large SUVs. How many cars could easily accommodate the shelter, area sign, picnic chairs, a picnic and four people and be a good drive? A true Grand Tourer.

Details of future events are listed below, other events are notified by email and WhatsApp. To get information on these, I need members email details and if you want to be on the WhatsApp group mobile number and your permission.

### Future Events: Please contact the Co-ordinators for full details

- ✔ N&Ns – Our monthly gathering, when members gather for drink and chat, many also enjoy a meal. It's a chance to meet fellow Stag owners and their partners, to talk over Stag problems, if any, and plan future events. The day and venue for these changes, so please check the magazine or email updates.
- ✔ Classics on The Green at Barrington, after problems in the summer this has now resumed with the Royal Oak pub taking over organisational responsibility. Meetings are on the first Friday of the month from April to October. Then the New Year Day meeting. Historic cars over 40 years old, are allowed on the Green before 18:00, thereafter the owners idea of a Classic is allowed, subject to space. I suggest you arrive well before 18:00, as it does get busy. .Postcode: CB22 7RZ.
- ✔ Sunday, 8th September – Croydon Village Classic Vehicle Show (this is Croydon village in South Cambridgeshire, not a London suburb) Post code SG8 ODX. Arrive from 10:30, breakfast available, show time

12:00 to 16:30. Contact Rod or Chris, if you've not already advised your attending. <https://croydon-village.co.uk/2024/06/04/classic-car-show-sunday-8th-september-2024/>

- ✔ Wednesday 18th September, N&N – The Admiral Wells pub, Holme, PE7 3PH, meet from 19:00. This proved a very popular location when last used for the N&N in June, and I am look forward to seeing you all there.
- ✔ Sunday 13th October – N&N and Treasure Hunt – more details to follow.
- ✔ Sunday 24th November – N&N & Sunday Lunch - Johnson's of Old Hurst – PE28 3AF. [www.johnsonsofold-hurst.co.uk](http://www.johnsonsofold-hurst.co.uk) Another chance to meet the crocodiles and do some early Christmas shopping. This will be our Christmas meal, further details later.

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

## SUFFOLK & N.ESSEX

**W**e unfortunately missed Julys N&N due to an unforeseen trip away, but I'm sure it all went smoothly. We returned in time for the National weekend in Kent. We travelled down on the Friday to join the event making six stags from Suffolk doing the whole weekend and a further five joining for the Sunday. On the Saturday, after a leisurely breakfast, we set off for the drive around the Kent countryside stopping for a pub lunch before returning to the hotel for the evening's entertainment. Sunday was an early start with a short drive to Brands Hatch where we joined an impressive line-up of Stags - the biggest I've seen since the 50th at Silverstone and I must say the weather was better. We had a great weekend. Well done to the Kent area for organising a memorable weekend.



A pub stop in Kent

Our next outing wasn't until the 4th August when we set off to Helmingham Hall for the festival of Classic and sports cars. This is one of our area's favourite local events with over a 1000 cars on display. Last year we won a prize for best club display so we were hopeful to repeat it but no such luck; maybe it was because we had too many yellow stags in our line up? Oh well, we still had a great day out. We saw a drone overhead and waved hoping to get ourselves on film. Well it was worth a try. As always there were cakes and Stag shaped biscuits aplenty. Plus an extra treat as Jennet was soon to celebrate a significant Birthday 21 Again! He He.

So we all had a piece of birthday cake once the firework candle had gone out. A great day.



This was the first of a run of events through August and in to September so plenty for the next issue

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

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

### DIARY DATES

- ✔ 4th September N&N The George. Hintlesham IP8 3NH
- ✔ 1st September Classics at Glemham
- ✔ 15th September Maldon Motor show
- ✔ 2nd October 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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At Helmingham Hall

## HERTFORDSHIRE & N. LONDON

**H**i everyone. The meeting on 1st August was quite well attended people-wise with 9 of us there, but Stag wise, we only got one in the car park. (Well done Robin!!) I think the main reason was that the forecast had been threatening rain all afternoon, but it then passed us by so we stayed dry after all!

My Stag, after getting back on the road long enough to perform its duty faultlessly at my daughter's wedding in June and then making the trip to Brands Hatch for National Day, developed a leak from a core plug in the left hand cylinder head, so was off the road again. Unfortunately, this was not easy to work on as you can't see it directly and need to do all actions in reverse using a mirror resting on the exhaust manifold! Let's hope I've fixed it now...

National Day at Brands Hatch was blessed with good weather and I counted 150 Stags, (around the number the club were hoping for). We stayed the previous night at the Holiday Inn, Maidstone. There were 33 other Stags in the car park that night! Sunday morning after a proper breakfast, we made our way to the race circuit in a sort of split up convoy! Unfortunately I think we were the only representatives from the H&NL area which was disappointing. The club and historic racing was quite entertaining although very loud as the Stags were parked next to the start/finish straight(!) Sadly the planned trip round the race track failed to materialise as the organisers ran out of time with the set races overrunning due to various racing incidents and accidents during the day.

The main 'local' event to report on this month was our visit to 'Shiny Car Night' at the TR Register North London Group's meeting, three days before National Day. In previous years the cars were parked in specific areas. All the TRs mixed together on one side with Stags facing them and other classics behind. This time the parking marshals obviously wanted to mix it up a bit and put all the Triumphs together, facing the other classics. I think I

counted 7 Stags, dotted around the field, which was quite a good turnout. Rescheduling the event from June to July because of expected storms was certainly the right move as the weather was clear if a little cool.

Finally, our local meet pub, The Golden Eagle had an opening night event for their new outside kitchen/garden area two days after club night. Mary and Martin saved our reputation by turning up in the Stag, but I think Brian and Helen also went earlier in the day? However as the event was so popular, parking on site wasn't easy, but the food and atmosphere with the band that was playing were really good and made it worth the effort.

You are most welcome to join us at our meetings held on the first Thursday of each month at The Golden Eagle, Ashley Green, a village between Chesham and Berkhamsted. The pub has excellent beer, food (with an adventurous menu) and atmosphere, especially on club nights! What are you waiting for?...

### DIARY DATES

- ✔ Thursday 5th September – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Saturday 8th September - Chearsley Classics, Chearsley Cricket Field. Free entry, gates open 11AM. Register to display at [www.ccvfd.co.uk](http://www.ccvfd.co.uk).
- ✔ Sunday 22nd September - Area picnic/pub lunch. More info to follow so save the date or ring me for more details.
- ✔ Thursday 3rd October – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 7th November – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW. Peter Goodman.

*Paul Harrison*  
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# OUT & ABOUT

## M I D L A N D S

Regional Co-ordinator:

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Mob: 07970 206829

### NOTTS/DERBY

**T**he 'Dovey Drive In' Thursday 18th July and finally the sun is out !!! It is amazing what affect the sun has on us classic car owners as we came out in droves and one particular event local to us saw plenty of cars that evening.

6 of us from Newark/Retford area met up at a local event at the Dovecote at Laxton for an evening called the 'Dovey Drive In' and we were also joined by Janet & Malcolm who had driven 2 hours to join us.

It's a wonderful little pub in an idyllic county village of Laxton in Newark and cars came in thick and fast filling up the car park plus their two adjoining fields, at least 120 cars.

There was a fabulous selection of cars including a Lamborghini, McLaren, Ferrari, Bentley, quite a few American cars and lots of classics from all years.

The burgers and beer was flowing and the sun shone all evening and lovely to catch up with club members.

Yvonne Allen

#### Hebden Bridge Vintage Weekend

As always, this weekend didn't disappoint and the weather was pretty good, which helped. Having been going to this show since 2013 when I met my car's first owner, Derek Sutcliffe (one of the Rotary Club organisers), I missed last year, so it was nice to be back. What I hadn't really seen much before, was the ever more popular Steam Punk Weekend which was also happening, which did bring out some very brave people in some very unusual outfits,



I couldn't have done it. The whole atmosphere was very friendly and very inclusive and as someone pointed out, it felt very safe and completely the opposite of what we are seeing on the news at the moment. The whole town was busy, the shops, cafes, bars, all full and good to see. It was a great place to sit and people watch and we had Mike and Jan with their Steam Punk hats, although they didn't wear them in town, next year, they might have the full rig out, but somehow I doubt it!

On Sunday there was also the HCVS Trans Pennine Run for vintage lorries that passed through the town, which added more interest.

The cars in the park had something for all tastes from an Austin 7 to a McLaren F1 and plenty of Triumph Staggs of course from all the surrounding areas. As we have been here so many times and got to know Derek quite well, before he sadly died in 2020, I also became known to



Hebden Bridge Vintage Weekend



some of the organising team and they did compliment the Stag Owners Club for the excellent turnout over the last few years, I was told we do them proud and to make sure the membership knew.

In spite of going round all the traders several times I still didn't manage to find any rusty stuff to buy, which makes a change.

There is a lot to fit in in 2 days if you want to do more than just cars, so it looks like it will be back to going up on Friday next year.

Andrew Bradbury

#### **Ruddington Heritage Centre**

On Sunday I went to the Nottingham Transport Heritage Centre at Ruddington with my surrogate grandchildren and family. This was the first time my car has been fully occupied with Dad in the front and 3 children in the back! They loved it and insisted we had the roof down on the way back even though it was spotting with rain! We only got slightly wet whilst waiting at the traffic lights.

It is a great place to take children with model railways, including Thomas, to view in action, a play park and of course a miniature steam railway to ride on with a tunnel too.

On the first Sunday of the month, there is a Classic Car Meet. The children were not too bothered about looking at all the old cars. I had to correct them and say, they maybe old but they are Classic Cars because they are still being used!

Nicky Fletcher.

#### **August Meeting**

An excellent turn out, 24 members and 13 Stags and it was nice to meet new members Glen and Gillian, who's Stag had, until recently been of the road for something like 30 years. Is that a record? Get in touch if you can beat it. With photos would be good.

Paul and Lesley were celebrating their 25th wedding anniversary and Lesley did tell us that she booked the wedding without Paul's knowledge and just told him to be there and 25 years later and they are still as happy, or so Lesley tells us!

Phil also was given a bottle of wine for hitting a big birthday, which as a recent member was a bit of a surprise.

For those who have joined recently, our Area Day is the only day where we try to get as many members there and

have a fairly informal judging of the cars. We are all given a voting paper and write down our favourite car that isn't our own. I did once win, but it was for the untidiest boot! My excuse was that we had grandchildren with us. This date is also an all Triumph show, so other Triumph Clubs should be there.

Andrew

#### **New members**

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

#### **WhatsApp Group**

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

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

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

#### **DIARY DATES**

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

Booking is direct with the organisers where contact details are supplied

- ✔ 8th September Notts Derby Area Day and Triumph Day Great British Car Journey
- ✔ 14th – 15th September Road, Rail & Ale, Statfold Railway
- ✔ 8th – 10th November Lancaster Insurance Classic Car Show, NEC

#### **NOTTS / DERBY AREA WEBSITE**

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

*Phil Gunn*

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



## SOUTH BIRMINGHAM

### Noel's Notebook

Well, what an interesting time this last month proved to be for us.

Some of our group were really looking forward to the meeting at Highnam Court in Gloucestershire. Having enjoyed last years meeting that included free scones and bubbly in the warm sunshine. However the weather this year was not so kind. Heavy rain meant that they decided not attend. Disappointment all round. Bad luck chaps. Maybe next year.

On the other hand the Classic and Nostalgia meeting at Shelsley Walsh was great success. Scotty had arranged with the organisers that the SOC would have a club display area where a large number of Stags from the South Birmingham, Worcestershire, and Cotswold area could and were all together. A very impressive sight to behold. Some of those attending dressed for the occasion as can be seen in the photos. (More photos on our area website). Everyone enjoyed a really great day out and Scotty and his helpers are to be congratulated for their hard work in establishing the club area and marshalling. Well done one and all!. And yes the weather also played ball providing dry, warm and sunny conditions. Hooray!

The turnout for the Bowling Green Inn meets in Stoke Prior just outside Bromsgrove are usually very good indeed. For the lasting meeting on 29th July it was exceptional, helped no doubt that the weather was perfect. It marked the end of a long association with the venue and we wish the present landlord a very happy retirement. The organiser hope to find another suitable venue for future events starting next year. We hope they are successful in doing so.

On a different note my car developed a very significant oil leak which proved very difficult to diagnose. Changing the 'o' rings in the oil transfer cover made no difference. Changing the gasket at the transfer housing at the back if the head also made no difference. Both jobs being awkward and time consuming tasks. In desperation and being bereft of ideas I asked Scotty to take a look. Thankfully he did manage to locate the problem very quickly. The bad news was that the leak came from a joint in the oil pressure pipework that was located on the inside of the fire wall. As you can image the spillage ran down the wall and under the carpets and sound proofing pad. Quite a clean up required as well as a new hose. All done now apart from trying to clean up the driveway. Wish me luck with that. I might add that this is not the recommended way to change the oil in any car let alone a Stag.

Brian also had a problem that proved to be a mite difficult to resolve. He had been experiencing starter motor problems so he decided to replace the old high torque motor with a new one. Having removed the old motor on his own he found it impossible to get the new in without some help. The problem being the weight of the motor and very poor access space. Not helped by the tubular exhaust system. I went over to lend a hand expecting it to be a reasonably quick fit with both of us involved. Oh how wrong can you be! We finally had it up and running after about three hours. As many of you will know the difficulty lies with the access to the top mounting bolt. The other problematic issue with the replacement motor was the position of the alternator connection. We had to take the motor out again be able to line up the spade connections. Oh deep joy.

Still to quote the old saying 'alls well that ends well'. Certainly true in our cases.

## DIARY DATES

### September

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

### October

- ✔ 13th Coffee and Chrome, Chateau Impney, Droitwich, WR9 0BN  
Noel Sargent.

## SOUTH BIRMINGHAM AREA WEBPAGE

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

*James Scott*

*Mob: 07970 206829 scottysxr@gmail.com*

## WARWICKSHIRE / LEICESTERSHIRE

**A**nother very busy month has simply flown by. Reminds me of a famous line from Fawlty Towers when Basil stands there reflecting on his lot and says 'whoosh, what was that? 'That was your life mate!'. We started July well with the Market Harborough show followed by the BMC day at Gaydon (see photos on Ben Shurrock, then and now, replicated pictures 19 years apart). We re-did our Rutland run on the 21st July with 6 cars and a 45 mile trundle around some beautiful Leicestershire/Rutland lanes taking in the Harringworth railway Viaduct en-route, the longest in Europe I believe. Sadly, no steamers chuffing along it on that day. Maybe next time. We did the Town Thorns Care Home annual Fete



again and we had 7 cars including Simon's rogue Jag. A nice, relaxed day, just what the Doctor ordered, by phone, not face to face of course.

No progress whatsoever on the project front I'm afraid once again. However, the 2k has got through its MOT with a few slapped wrists. I was planning on doing the jobs anyway, honest! At some point, once I've finished my daughter's front porch, bathroom and kitchen revamps you never know I just might be able to fit the new Stag rear springs that I bought last November.

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

Tone and Di

## DIARY DATES

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

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

**SOUTH WARWICKSHIRE** –Meetings are now fixed for the third Friday of the month at the GILKS GARAGE CAFE, Banbury Road, Kineton, CV35 0JZ. From 6pm-8:30pm. Any one-off changes look out for emails.

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

### Recurring events.

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

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

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



- ✔ September Sunday 15th – Coventry Leofric Lions Classic Car Festival. Book Direct but let me know if going in case I have to make it an official SOC event.
- October
- ✔ Nothing planned as such BUT look out for emails/whatsapp for impromptu events.

### WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

*Tony Lapworth*

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



## WORCESTERSHIRE

**H**ighnam Court is an annual car show and always very popular with food and live entertainment. We park on the lawn by the rose bushes and there is a magnificent garden to walk around. Unfortunately this year the weather forecast was awful, cold, wet and windy. Quite a few of us ducked out at the last minute but Dave and Jan went and enjoyed it, probably the weather was better than forecast.

I wasn't able to make Classic Nostalgia at Shelsley Walsh, but Christine and Tony dressed up in clothes from their youth and really looked the part.



For our August N&N we had a change of venue, and went for a meal at The Fleece, Bretforton, near Evesham, where they gave us privilege parking in the orchard. It was a great turn out with 27 members attending including a new member, Barbara. Welcome to the Worcestershire Stag Club Barbara. The Fleece is a 15th century pub and had been used for filming "Father Brown" on the days before we arrived. In fact it still had the false pub sign up that said "The Red Lion" which caused a couple of members to turn around!

Tony, Christine and I went to a car meet at The Bowling Green at Stoke Works where we met members from South Birmingham. A mixture of car classics, moderns, and

American. It was particularly poignant because it would be the last meet at The Bowling Green, the pub was to shut as the landlord was retiring and the brewery could not find anyone to take it on. What a shame.

Finally, get well soon Robert! Robert is one of our regular members and goes to many of the events and holidays. Hope to see you back with your Stag soon.

### DIARY DATES

- ✔ 26 Aug - Pershore Plum Festival
- ✔ 5 Sept - N&N - The Oak
- ✔ 8 Sept - Malvern Wells Village Fete
- ✔ 10 - 17 Sept - Northern Ireland trip
- ✔ 21 Sept - MacMillan Coffee Morning/Ploughmans lunch
- ✔ 22 Sept - Stoke Prior Steam Rally
- ✔ 3 Oct - N&N
- ✔ 18/19/20 Oct - Murder Mystery Weekend
- ✔ 2 Nov - Breakfast N&N - The Oak
- ✔ Nov (TBA) - Batsford Arboretum
- ✔ 6 Dec - Christmas Dinner

### WORCESTERSHIRE AREA WEBPAGE

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

*Paul Catterall*

Tel: 01386 48333 [knightsyard@btinternet.com](mailto:knightsyard@btinternet.com)

## SOUTH CHESHIRE / NORTH STAFFORD

**S**unday 1st September a car show at Arley Hall Cheshire, Book via Great British Motor shows. It should be interesting. Judy.

*Judy Harrison*

Tel: 0161 748 4608

## SHROPSHIRE & SOUTH STAFFORDSHIRE

*Steve Ellison*

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



# OUT & ABOUT

N O R T H   E A S T

Regional Co-ordinator:

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

Tel: 01977 677733

## NORTHUMBRIA

**O**n 28 July Triumphs lined up in Northumberlandia car park; in convoy and sunshine we picked up Roger en-route then Linda & John in their rarely seen java green Stag and then, also in java green, Mike & Hilary from the Cotswolds Area who were a very long way from home on holiday with their Stag in north Northumberland and who noticed our planned drive in the magazine. It was great to meet them both and we were glad they made the effort to get in touch and trust us with a rolling RV in an unfamiliar village! At the end of our magnificent 50 mile coastal drive north our target was Budle Hall Estate where our most northerly members Ken & Nick, who had driven south to the event, were already tightly packing our Triumphs in preparation for the drone hovering overhead to take our photo; our hosts Ralph & Celia and family made us welcome with homemade scones, jam and coffee. Ralph gave us a fascinating talk about his grandfather, the previous owner of the Estate, Jo Baker-

Cresswell who joined the Royal Navy in 1919 and took his first command of destroyer HMS Bulldog in 1941. In May 1942 he forced German submarine U110 to the surface in the Atlantic. His sailors boarded the damaged submarine and captured an intact Enigma cipher machine with code books used to code German naval communications. The machine and code books were sent to Bletchley Park and the German codes were broken. Said to be the most important capture in the entire WW2, Baker-Cresswell was awarded the DSO by King George VI.

19 members in 17 Stags and one Spitfire were joined by 13 TRs from the TR Register to create a truly stunning display of 31 Triumphs in front of Budle Hall and the colourful spectacle was duly captured in high resolution by our drone pilot. Both Clubs were happy to hand over a total of £455 to help Ukraine, our hosts' chosen charitable cause. After purchasing honey and jam made on the estate we stopped at Sunnyhills Café in Belford for more light refreshments. A great day out for Club members from Cheltenham to Berwick!

Sadly four members had last minute mechanical problems which precluded event attendance. Kevin says:





I had a flat battery so attached my battery charger and left it on for a couple of hours – but accidentally left the ignition on. Fortunately the coil did not burn out. I switched off the charger and removed the spark plugs, spun the engine to remove fuel in bores and replaced the plugs. But on checking the oil level I noticed it was too high and the oil smelled of petrol. When the ignition was on, the fuel pump had been continuously pumping at 2.5psi forcing petrol past the (Weber) carburettor float into the engine cylinders and then seeping past the piston rings into the oil. The only solution was to drain the oil and replace the oil filter. Lesson – don't leave the ignition on!

Our last visit of the year to a private estate will be to grade 1 listed Callaly Castle, nestling within sight of the Cheviots, on 20th October – please come if you can. The castle owner, who owns a classic Rolls, was happy to reschedule this event previously cancelled due to bad weather. Whilst we can't reasonably expect Mike & Hilary to make another special trip from the Cotswolds, members from any Area are welcome. If you would like to join our convoy to a castle which isn't open to the public please contact Roland or Brian (contact details on website).

Andrea has very kindly organised a N&N at Jill's Tea Room in Catton, Allendale on 15 September. You can arrive alone or in convoy by 10.45hrs to get good parking prior to the tea room opening at 11.00hrs. Much classic chat will be had. Thank you Andrea.

## DIARY DATES

- ✔ 8 September – Standard Triumph gathering at Great British Car Journey, Ambergate
- ✔ 15 September – N&N at Jill's Catering – tea room in Catton, Allendale - contact Andrea for details
- ✔ 15 September - Piece Hall Halifax (organised by W Yorks)
- ✔ 19-22 September – Isle of Man Festival of Motoring organised by SCT
- ✔ 29 September – Beamish Museum Classic Car Show organised by Necpwa
- ✔ 20 October – Drive to private Grade 1 listed Callaly Castle for coffee & scones
- ✔ 27 April – FBHVC Drive It Day – cream tea and our first Northumbrian private estate of 2025...  
Roland & Brian

*Roland Tate*

*rolandtatecf@gmail.com*

## WEST YORKSHIRE

**H**ere in West Yorkshire, we have had plenty to do with new car shows to attend and new members to contact, David Smith this time was our latest member and although we first came to meet David when we were gathering at Ferrybridge services before travelling in convoy to Blane show. He was then telling us about his recent purchase from Matherson 'aka' Bangers & cash and that he had bought a stag intending to restore it to its former glory, as we were due to set off I passed him my card and told him if you need any advice at any time to contact us, and although some time had passed he did eventually contact me with some problem with his rear brakes, as he lived close by I bobbed round one evening and put it right, it was nice for him to attend our Noggin & Natter in August and for others to get to meet him, hopefully, once his car is restored he will join in some of our events.

Speaking of which one of the best gatherings of the



*Newby Hall*



Hebden Bridge

season must be Newby Hall so far with over 45 stags on show and mainly 40 of them in a row coming from far and wide N, E, S & W the word seems to be getting out regarding this show and it's great to get to meet and talk to other areas. Although the number of car-related stalls seemed to be down, there is always plenty to do and see with, boat trips, train rides, the garden centre and the Hall to visit. We just need good weather on the day, which we normally have. Wentworth Woodhouse is always a good show and with the number of stags on parade, our Caroline and Mr Falshaw entered to display the ring to be interviewed about the Stag marque. We always get a gathering of the public asking questions some even asking the price range of the cars and how reliable they are, I always answer, more reliable than modern cars for at least you stand a chance of getting it going before a breakdown service comes to scratch his head.

Hebden Bridge is yet another favourite show although over two days we tend to do just the Saturday with a full diary to contend with. This show is always good with plenty of stalls for our ladies to browse and a short walk into the town with more market stalls and the gathering of the Steam Punk Brigade along with their dance group 100 Red Roses. It is very popular with everyone.

Bridlington Summer Carnival was a new show for some of our stag group to visit with a good scenic drive to the event as we were not in a rush to get there with it being an open event no ticket was required; this was held on the cliff top near Sewerby. A large car boot sale was next to the gathering cars and a fun fair was close by with a short walk or land train into Bridlington for a fish and chip dinner and the steady drive back.

#### DIARY DATES

- ✔ Noggin and Natter at the Delacy Club, The Old North Road, Brotherton, WF11 9ES. 1st Tuesday of the month 7.30 pm for 8.00 pm start

*Wayne Day*  
Email: [westyorkshire@stag.org.uk](mailto:westyorkshire@stag.org.uk)

## CLEVELAND & CO DURHAM

**N**ot so much to say this month because of holidays, though Sylvia and I did, quite by chance, meet Dick and Sue in Amesbury whilst we were on our tour of the south and they were visiting family. Next stop was the Holiday Inn Maidstone – Sevenoaks, for National Day at Brands Hatch where we met Chris and Barbara, the four of us being the only ones there from our part of the world. I'm sure there will be a report elsewhere, but we had an excellent day in glorious sunshine.

Sunday 21st July was the annual pilgrimage to Newby Hall for the NECPWA Rally, there was a good turnout of thirty plus stags to enjoy a dry and mostly warm summer's day.

#### DIARY DATES

- ✔ September 8th Run out, including lunch TBA
  - ✔ September 15th Piece Hall, Halifax with West Yorkshire Area. We intend going, anybody else wanting to take part, let me know and we'll arrange a time and place to meet.
  - ✔ September 29th NECPWA Rally at Beamish Museum.
- Mike

*Mike Reeve*

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## NORTH YORKSHIRE

*Andy Maughan*

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## LINCOLNSHIRE / HUMBERSIDE

**New Co-ordinator required**

Please contact the Regional Co-ordinator

# OUT & ABOUT

## NORTH WEST

Regional Co-ordinator:

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Tel: 077 1000 1893

### MANCHESTER / NORTH CHESHIRE

It has been another busy spell with plenty of trips and shows over the last few weeks. Our regular visit to Caerwys show, in conjunction with Nigel Cross and members from around the north & North Wales areas, was a great turnout on 14th July. We had a fine collection of Stags and two members also bringing along their Dolomite Sprints to add a bit of variety to our stand. As an added bonus, the Booker family won an award for their Dolly- third place for "Best in Show" so something to celebrate.

Three cars attended the Chatsworth House show on 21st July and reports suggest that it was a very good show, with plenty to keep people entertained.

The following day, Monday 22nd saw a good turnout of members in Oldham for Alan's funeral. He was escorted by eight well polished Stags on his final journey and his family and friends shared a lively but emotional send off. Those who were unable to attend were able to join via an on-line link. RIP friend.

The weekend of 3rd and 4th August at Hebden Bridge was attended by 3 Stags from our area and plenty of others from West Yorks and North Lancs. My thanks to

Sally Chadderton, who has provided a report on this interesting themed weekend which will be published separately.

On Sunday 11th August we were back at Rixton for our scheduled monthly meeting and despite apologies from quite a few people, we still had a decent attendance and sorted out a few details on the remaining dates for the season. We were pleased to meet Steve and Kathryn Johnson from Westhoughton, attending for the first time with their recently acquired car. We hope they will enjoy the benefits of both the social and technical side of our group and look forward to seeing them back again soon.

September and October still offer some interesting events, so we look forward to making the most of the remaining weeks of the season. Give me a call if you need any specific information or would like to be included on our list.

Nick Rowland

#### DIARY DATES

##### September

- ✔ Sunday 1st Arley Hall show
- ✔ Sunday 8th NO Meeting – see below
- ✔ Sunday 8th Standard Triumph Day, Great Brit Car Journey
- ✔ Sunday 15th West Yorks Area visit to Piece Hall, Halifax.



At the Caerwys Show



*At the Flookburgh Show*

- ✔ Wed/Mon 18/23rd Isle of Mann Festival of Motoring
- ✔ Sunday 22nd Walled Towns Run
- October**
- ✔ Sunday 13th Meeting at Rixton Community Hall 4.00pm.
- ✔ Sunday 27th Anson Engine Museum Steam Day.
- ✔ November Sunday 10th Meeting at Rixton Community Hall 4.00pm
- ✔ December Sunday 8th No Meeting

**MANCHESTER / NORTH CHESHIRE AREA WEBPAGE**

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

*Nick Rowland*

*Tel: 01606 624054 manchester@stag.org.uk*

## NORTH LANCASHIRE

**M**issed deadline for last months write-up but because of bad weather we skipped a couple of shows so I will catch up this month.

On 30th June we had 2 shows planned but only had a presence at Townley Park with 2 members.

On the 7th July 3 stags attended Leighton hall show, we had good weather and a good time, its a smallish show but plenty of cars to see. We met up with another stag owner from Morecambe who bought his car from auction last year and it looks in very good condition he says he is joining the club and hopefully we will see him on some of our events.

On the Tuesday we have our N&N in July we change our format and instead of the meeting we have a run out and finish at a Pub/Restaurant for an evening meal. This year we had dull but dry weather and had a run along the ridge to the east side of the River Ribble there would have been some great vistas but for the low cloud however the 1 hour run went down well we only met 1 tractor and trailer on the very narrow lanes around Barley so a bit of reversing and squeezing as close to the hedges as possible got us through. Some of our members just chose the meal without the drive so in the end we had 16 of us sit down for the meal. A very enjoyable evening which we will do again.

The 21st 5 Stags and a Rapier went to Newby Hall

good weather as usual at this event there we met up with other areas with around 26 stags in total. Always a cracking show with some very unusual cars on show and a very enjoyable day finished off with 8 of us stopping for a meal on the way home.

The weekend of the 27th 28th we travelled up to the cumbria steam weekend at Flookburgh, good weather on Friday to set up our Area Display, stayed overnight to join the show on Saturday, over breakfast there was rain so travelled to the show with hoods up, we needed them the heavens opened and it poured down until 11:00 it then dried up and by 13:00 it was sunshine for the rest of the day. Another overnight stay and sunshine all day Sunday. Always a good show and an enjoyable weekend although a little smaller than usual the organizers have opened the show to include some newer cars, hopefully this will bring some younger blood into the classic car scene this was seen with the increased number of club stands, while I was wandering around the show we had a visit from a West Scotland Area member, sorry I missed you I believe our bunting was of interest. I don't know if it is still available it is the black and white pennants with a stag on them, it was the SOC's bunting that we have had for about 25 years so it is quality stuff and lasts. Also lots of interest in the Stags we had 4 on Saturday and 5 on Sunday with lots of interest to allow us to promote them..

Sunday 4th August we went to Hebden Bridge Vintage weekend we had 7 Stags from our area but there were lots of Stags in attendance from other areas, I was informed there were about 40 there from different areas on the Saturday so it shows the popularity of this good local show run for charity. At the end of the show 15 of us travelled over the fells toward Burnley to stop for early evening meal at the Pack Horse where we took over part of the pub to finish the day.

By the time you read this we will have been to Tatton Park and had our drive to Glasson dock for lunch and been to the Lytham Green show. Leaving only a couple of shows before the end of our season. More on these shows next magazine.

The location for our meetings at present is:-

The Feilden Arms Pub, 2 Whalley Road, Mellor Brook, Lancashire BB2 7PR

from the M6 leave on junction 31 and take the A59 towards Clitheroe after 2Km bear left at lights past BAE

Salmesbury and at the next roundabout turn right the road bears left and just around the corner is the entrance to the car park at the Feilden Arms Our regular meetings take place on the SECOND TUESDAY of each month at 20:00 hrs. EXCEPT JULY

#### **NORTH LANCASHIRE AREA WEBPAGE**

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

*David Haughton*

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## **WEST LANCASHIRE**

**O**n July 14th there were 15 Stags and 2 Dolomite Sprints on our stand at Caerwys (see photo).

The weather stayed dry this year and we had an enjoyable day at this popular venue, which must be one of the finest in the region. We didn't win a stand award this year, but Paul and Polly's son won an award for his Dolomite Sprint, one of the two on our stand. As the show is free-to-enter, I made a collection on the stand for the show's nominated charity, Wrexham Prostate Cancer Group. This raised a total of £132 and I have sent a cheque to Clwyd Practical Classics for this amount. At a CPC Club meeting a few days ago, I had acknowledgment of this and a comment that S.O.C. had made (yet again!)

the largest Car Club contribution, and that the total net proceeds of the event were £9538.93. A cheque for this amount was presented to representatives of the Prostate Cancer Group at the meeting.

There were 3 Area Coordinators and the N.W. Regional Coordinator in attendance at this show, and there was some discussion on the way forward in the light of the resignation of the N.Wales Coordinator Peter Tolhurst, following the sale of his Stag, and my own relocation from West Lancs. to North Wales. A course of action was proposed to be put to the National Committee for ratification.

The only other event I have attended this month was the July 21st show at Capesthorpe Hall. No Stag stand, but there were a few Stags scattered around.

By the time this appears in print, the 2024 season will be effectively over. In the light of the discussions at Caerwys, I am sure there will be some changes which will be explained next month!

*Nigel Cross*

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## **NORTH WALES**

*Peter Tolhurst*

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# *AM Restorations (UK) Ltd*

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# OUT & ABOUT

SCOTLAND AND  
NORTHERN IRELAND

Regional Co-ordinator:

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## WEST OF SCOTLAND

**H**ow fast is this year going, as we write this we are now already into August and are still waiting for summer to arrive.

We had a really successful show at Glamis on the 13th and 14th of July, thanks to everyone who helped make this happen. A few of us stayed overnight on the Saturday and had a lovely meal and catch up at the Weavers Mill attached to the Premier Inn. After a good nights sleep we only had a short run into Glamis on the Sunday ready for a busy day ahead. Glamis is one of the biggest shows we attend with lots of car clubs attending and plenty of stalls to wander around. Great weather was on our side which made for a very busy and enjoyable day.

Our next show will be in August and is held in the town of Biggar, the show isn't one of the biggest but is always very popular.

Everyone is welcome to come along and join us for our



monthly meetings at the Redhurst Hotel, 1st Tuesday of each month.

Willie Clark

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At Drum Castle

## GRAMPIAN

**W**ell it looks like summer has finally arrived. After a dismal few months the sun has come out and we have enjoyed a few warm events. Glamis was, as usual, a huge event. Good weather and lots of friends, old and new to speak to. The only problem was trying to get out of the field. It took over an hour. We were invited to bring 5 cars to attend the Jaguar Enthusiasts Club rally at Drum Castle. we were very popular with the visitors. We have lots of rallies to attend yet. Let's hope that the fine weather stays for a while. Meetings are at the Leys Hotel, Main Road, Blackburn, AB21 OSS.

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

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

*Alan Sharpe*

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## EAST OF SCOTLAND

**C**lub members have again been invited to visit Crieff Hydro to view the impressive classic car collection belonging to the CEO (SOC member Stephen Leckie). Members from other clubs will be there in their own classics, so It's like a mini car show. This informal event will take place on the morning of Saturday 26th October 2024 – please let me know if you're interested in going. Also, if anyone is interested in a run out in late September or early October (possibly to the Myreton motor museum in east Lothian) then please drop me an email.

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

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## NORTHERN IRELAND

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# OUT & ABOUT

## S O U T H C E N T R A L

### WILTSHIRE

**T**o say we have had a busy month, would be an understatement.

Our run down to the Boscombe Aviation collection at Old Sarum, followed by a Sunday lunch, all organised by Nick Machin, was expected to involve six members their passengers and Stags to join up at The Rowdey Cow cafe.

Unfortunately due to various circumstances two of us had to drop out, which meant that only four Stags, Nick and father in-law, John Goff, Jeff and Robin and partners set out for Old Sarum,

Nick led the convoy and had three cars clearly in his wing mirror. As they pulled out of Shrewton, heading towards Larkhill there were only two Stags visible! The phone rang and it was

John saying that his engine had just died on him....but no, it had started again but it did fail completely he said he would meet us at the museum.

The shortened convoy arrived at Boscombe Down Aviation Collection at Old Sarum Airfield the weather was looking iffy so we covered the cars. Nick didn't want to be caught out again after his previous experience at the Milkchurn! (his seat got wet)

John contacted them, he was waiting for a recovery truck to take them home and if time allowed they'd join us for lunch.

At the museum we were given a brief about the collection's history, with a cuppa, and then set free to climb into most of the aircraft. This included the Lancaster



*The three Stags at Old Sarum*

cockpit, which has been rebuilt by the volunteers and which has now been joined by a full size model of a Grand slam bomb, all 20+ feet of it, but not the 10 tons! BDAC has an impressive collection of cockpits, most of which you can try for size, along with a number of simulators that you can have a go on, to see if you could return to the airfield safely.

Outside there are some of the larger exhibits and on the better weather days you can watch the parachutists get their thrills.

A short run to the Bridge Inn at Upper Woodford, where John was waiting for us. His recovery truck had arrived in just 20 minutes and he was home in time to transfer cars and join us.

The Landlady at the Bridge Inn had saved the parking that Nick requested. The pub provided a very good undercover outside space by the river, for a delicious Sunday lunch and a good time was enjoyed.

Finally the weather had made it's mind up and we had a nice run back home with the roofs down.

Our August meeting was planned and organised by



*Boscombe Down Aviation Collection*



*Rosette winning Stags*

John and Margaret Goff, we met up at the Pewsham pub, only three Stags plus John and Margarets electric MG. We headed up through Chippenham towards Corsham, we went through several pretty Cotswold villages, including Grittleton, which we noticed had a very large manor house, now a school, in the middle of the village, we later learned that Mary and Robin's daughters had attended there. We passed through Hullavington, then Great Somerford, eventually arriving at the Foxham pub at Foxham, a twenty four mile, really enjoyable summer evening drive. Unfortunately, in our absence from the Milkchurn, Melksham, two, yes two new SOC members made an appearance, they both met up as you would expect of Stag owners and both were in contact with me after, both looking to meet up with us at a future meeting.

Our last event of the past month, came from a phone call I received from a fellow SOC member, Nigel Parmenter, who admitted to having never attended a Natter and Noggin meeting in the whole time he'd been a member, his Stag now having been marooned in the garage for the past few years. Nigel was inviting the club to the Great Somerford Agriculture show on the coming Saturday. We got four Stags there, including Allen and Tanya and their blue Stag (of only three weeks), who were one of the new members who had appeared at the Milkchurn the previous Tuesday. Sue and Ray, Jeff and Hazel and Carol and myself made up the quartet. We erected our event shelter to keep the light rain off and we settled down to a relaxing day out, parked alongside our Stags was Katie Price's pimped Range Rover, a Defender Hearse and a V12 E-type, we



were later joined by a nice Aston Martin GT Zagarto, not a real one, but one built on a DB4 chassis, with DB7 running gear and a hand made body, it did look good. The usual agriculture show entertainment, a produce show, terrier racing, a duck race in the River Avon, a parade of Tractors, show jumping, and more importantly a parade of Classic cars in the main ring. A really enjoyable day out, topped off when Nigel came around and awarded each of us with a "Clear Round" Rosette, which we all displayed with pride, thank you Nigel for inviting us.

Other Wiltshire news, John Garnett's car is due to go the body shop for repair on the 2nd September, hopefully back on the road in October, Dave Nichols' car has emerged from the garage having had the exhaust bolt holes heli-coiled, necessitating an engine out operation and. John Goff's car is awaiting an appointment with the garage to try to find the elusive cause to his Stag's engine randomly stopping.

Our September Natter and Noggin will be at the Milkchurn on 3rd September, immediately followed by Wiltshire Stags go to Wales Part 8, then quickly after that two of us are heading off to Scenic Tours Isle of Man Classic car Weekend.

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

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

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

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

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

#### **WILTSHIRE AREA WEBPAGE**

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

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## THAMES VALLEY

**J**uly 24th saw another lunchtime meet at The Ely, a fine day saw six topless Stags in the car park, which soon became full due to a wedding event but we managed to secure a position with all cars in close proximity. A nice meal and conversation ensued, these meets are a nice change to the norm and anyone who has not attended should if possible join us, maybe you have a suggestion for a future date or venue?

A few days earlier I was contacted by a member of the Oxford Branch with information of a monthly classic car meet held on the last Saturday morning of the month at Haddenham nr Thame/Aylesbury which seemed to be a well attended event. David Newman and myself decided to take a trip out to see what it was all about, an early start but another day with no precipitation ensured a pleasant drive out of some 24 miles. We met up with Adrian King and Gary Witchalls at Haddenham Station and drove in convoy the few miles to the venue at Bradmore Farm (impressive venue) where we found some further 100+ classics of all marques. Was nice to chat with a different branch and my thanks to Adrian for making contact.



August 4th saw our run out to The Twyford Waterworks nr Winchester which started at a Rob's house for coffee at 10am, the five participating cars then left in convoy for our 40ish mile run to Twyford. Again the weather was on our side and we all enjoyed a top down run. We arrived at the Waterworks at approx 12.30 and were ushered to an area near the main entrance to display the cars for other visitors to enjoy. The Waterworks is a very interesting place which is still fully functioning with beautifully maintained machinery from the early 1900's. Worth a visit to anyone interested although open days are limited. My thanks to Rob Wellings for his time in organising this trip.

Our regular monthly meet is at the Shire Horse, Littlewick Green, nr Maidenhead on the second Tuesday of the month, if you fancy a bite to eat aim for arrival around 7pm however if you choose not to be eating feel free to arrive a little later. Any new attendees welcomed or maybe life's pressures have stopped you attending recently, do come along and support.

### DIARY DATES

- ✔ Tuesday 10th September - Monthly N&N. Shire Horse, Littlewick Green.
- ✔ Tuesday 8th October - Monthly N&N, Shire Horse, Littlewick Green.
- ✔ Tuesday 12th November - Monthly N&N, Shire Horse, Littlewick Green.

*David Yapp*

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## SOLENT & NEW FOREST

**S**ummer seems to be here for the long haul, so we are taking full advantage!

We were again invited by Wessex TR register to their annual evening meet at IBM Hursley. This year they invited several other clubs, so a very wide variety of cars were present, Other than TR's through the ages and (of course) several Stags, there were a great many Fast Fords, MX5s', Aston Martins and Reliant Scimitars from the various owners clubs and more. As well as the free car show, it was, as usual, a great opportunity to

meet up with many friends again. During the evening, a minute was taken to remember the recent passing of Chris Cunnington, a former member and Committee member of the SOC, as well as a leading light in the TR community.

Our run this month, organised by Sally and David, was, unusually on a Saturday as the destination, the Lavender Farm at Landford, near Salisbury must be the only public attraction that doesn't open on Sundays! Starting at Ower, seven cars set off for a meandering 70 plus mile route, taking in scenic lanes and road through Hampshire, Wiltshire and Dorset. Stopping at the half way point at the Queens Head, Bowerchalke, we were briefly joined by an eighth Stag, owned from new by the houseowner next door! However, he didn't stop long enough for us to get his details.

On reaching the Lavender Farm, we all made our way to the farm café for a very pleasant lunch, after which some of us then did a tour of the ornamental garden.

Our monthly meeting saw ten Stags taking advantage of the continuing fine weather, even risking leaving the roofs down for the evening! Let's just hope it's a sign of things to come this Summer.

#### DIARY DATES

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

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

#### SOLENT & NEW FOREST AREA WEBPAGE

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

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## COTSWOLDS

**S** EPTEMBER MEETING Saturday 28th

Meet at the Cross Hands Toby Carvery, Brockworth GL3 4PH at 1100 for a drive southwards.

Destination to be confirmed, so please enquire if travelling direct to destination.

Duff gen, as it used to be called, regards the August meeting destination which was changed after publication. Apologies if anyone was inconvenienced - a quick phone call will verify our venue if you wish to travel direct.

Thanks once again to Reg for hosting a second group on the canal restoration project, amply showing what can be achieved by enthusiastic volunteers. For those wondering what became of the second group visit to Walls Ice Cream, I can now report that a change in management has resulted in cessation of tours other than for schools. Hopefully there will be a future opportunity.

The Shelsley Walsh Classic provided an entertaining and social day out with a strong multi-area Stag presence - many thanks to James Scott and South Birmingham for arranging the Club stand and parking. A wide range of cars, spanning over 100 years in age, provided the entertainment and all credit to the owners for seriously using some very valuable vehicles. My favourite, for looks and engineering excellence, was a Napier Railton powered by a 6.7l Cummins diesel. Driven up from Clevedon, the owner claimed it to be 'quite economical'. And no doubt it is when compared to the NASCAR driver who destroyed many tyres with frequent burnout displays.

Having sold a Stag locally five years ago, Mark had been intrigued that the car had disappeared.



At Lavender Farm



Happily the car has re-emerged after changing hands again, purchased by local former owner / members Paul and Clare who admitted that they 'missed having a Stag'.

Summer holidays and other commitments reduced our number for the July meeting, while Mark and Tania had the misfortune to break down and call for assistance. Some good came out of this as the problem was found to be a lack of charging due to a bad connection on the alternator, which explains previous poor running characteristics.

The Saturday morning / lunch meeting format continues to please and suggestions of routes or destinations are welcome, such as Charlie's advice that the Bibury Hub serves a rather good breakfast.

Tim, Mark and Reg are kindly working on a proposed trip to Spain for which details will be advised.

Mike and Hilary covered around 1200 Stag miles in Yorkshire, Northumberland and Scotland on a summer trip with the only issue being a broken hood latch spring. Suitable string or cable tie will instead hold the frame in

place but need to be cut for erecting. Joining Northumbria Area for one of their private estate visits was an enjoyable part of the tour and a great example of Stag Owners Club hospitality.

An unusually easy convoy, with only slight deviation, to the Hook Norton Brewery August gathering saw ten Cotswolds Stags joining several others on site. A well attended informal gathering, sunshine, lovely countryside and a pub lunch made a perfect opportunity to award our Concours shield, this year presented to John and Teresa for their smart and frequently used Stag.



**PRESCOTT CAR CLUB DAY** Sunday 28th September

A possible day out as we seem to have suddenly run out of events. Attend as a spectator if you wish as we are highly unlikely to meet the required 12 for a Club stand.

Any suggestions for autumn or winter outings would be most welcome, although as the Saturday drive / lunch meeting format is so popular we could always have some extra dates.

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#### **COTSWOLD AREA WEBPAGE**

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

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*That Napier Railton*



## OXFORD

**T**he July Stag Owners Club meeting was held at The Lion in Wendlebury, with the usual venue at Weston on the Green closed for renovation. The Lion proved to be an excellent venue, with plenty of space for the meeting, excellent food and is well positioned for future SOC gatherings. Eleven members attended, with one stag in the car park given inclement weather and mechanical issues, but that aside, a very enjoyable evening nonetheless

The agenda included a review of Jason's road tour on Sunday 21 July, covering some 60 miles of Oxfordshire countryside, with many navigation deviations for some !! The day concluded with an excellent BBQ at Jason's home in Wendlebury. The event was completed in a traditional 'classic car' rally style theme where Jason had provided turn-by-turn directions using exact mileage intervals and quiz questions to answer related to some of the 'waypoints' on route. Cars set off in 10 to 15 minute intervals to encourage each driver to follow the instructions and to trust the navigator. Attendance was good with five cars arriving bright and early on the Sunday morning to enjoy some classic British open top motoring.

There was also an update from the SOC National Day at Brands Hatch as a few of the Oxfordshire members attended sharing the details of what was another enjoyable day. Most notable was ones around an immaculate early example of a Stag that had been beautifully restored, probably beyond its 'factory condition'

The Oxford area website is still in production and an update was provided by Richard Green, and is coming together well. Richard shared the structure and content of the first three pages of the website and explained how he is using the WordPress system to upload all of the images of cars shared by the Group. He has also produced an



Excel yearly calendar for 2024 and will use this format to populate events for the coming year. This will then go into an 'events section' which will provide a good link to quickly see all of the events of note across the region. Hopefully this website will be live in the coming months, and when it is we will update in this area section of the magazine, so keep a watch out.

Finally, as is becoming the norm, there was an opportunity for owners to pick up hints and tips to some of the various mechanical anomalies, with the team sharing some helpful fixes.

With the closure of the regular meeting point the next monthly meeting was agreed to be held in conjunction with a local classic car meet, so it will be at the Haddenham Classic Car meeting on Saturday 31st August from 09:00 and as ever, everyone is welcome.

*Gary Witchalls*

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# OUT & ABOUT

S O U T H   E A S T

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## SOUTH EAST LONDON

I'm back in the game! Last month I was so snowed under with work and personal commitments that I had a run of barely being home at all, so I put out a shout for volunteers to write the last article and the team rallied together and Neil and Dave (DJ1) kindly stepped in and filled in for me so thanks to you guys.

Most of you that know me will know this already, but the other week I decided to adjust my handbrake as it was – to be honest – pretty atrocious. You know how the story goes – a small job turns into a much larger one. While I had the back end up in the air and the wheels off I decided to pop the drums off and inspect the rear brakes. Long story short – 3 of the 4 hydraulic pistons that move the shoes were seized solid! Not only that, after I had put the drums back on, I discovered the pivot pin for the larger of the two brake adjusting mechanism components was lying on the garage floor! Lesson to be learnt there – if you don't submit your car for an MOT and you are on your own, you cannot put your foot on the footbrake and turn the wheels at the same time to see if they are working. Goodness knows how long I'd been driving around like that!

Its been a busy month for us, there's a lot going on in the classic car scene in the south east of the country so there's always somewhere to go. I often get a case of FOMO (Fear of missing out), but you can't do everything – especially when your car is laid up in the garage with the rear brakes in bits!

The big event obviously was the National Day at Brands Hatch. Thank you to the Kent gang for organising it. I know there were some difficulties on the day and assistance from the circuit wasn't forthcoming, but you ably stepped in and got us all parked up. It was a bit disappointing to not see the club merchandise or SOCTFL in attendance, I gather they were elsewhere, I would have thought the club national should have had priority, but I by no means blame the Kent area for that.

Its funny how you keep bumping into people. If you have seen it, there is a classic car show called "Classic Car Garage". If you haven't seen it, it is available to stream online at UKTV Play. It's based around a mechanics training college & workshop where they opened the doors during a weekend to allow people to repair their own cars under guidance from the trainers there. It is headed up by a chap called Colin Denton, who just happens to be a Stag fan and owner.



Some of us met him first at the Bromley Pageant last year, Andy P and I met him again at the Classics on the Common event at Harpenden, and he attended the Patina Show at Lullingstone castle last weekend which had a good turnout from our area with I think 9 or 10 Stags – including Colins' pristine blue one. Mine of course was still at home with the back wheels off the ground! Mike H has kindly written a review of the Lullingstone castle event which follows below.

Dave H.

### Patina Show – Sunday Aug 4th

Our first show in a busy August was an inaugural appearance at The Patina Show.

The show, hosted by the Hart-Dyke family at their ancestral home of Lullingstone Castle, has been running for a number of years and was originally restricted to those cars that are totally original and unrestored (hence the show name).

Last year was the first year that there was also the option to bring restored cars, probably due to there being so few original classics left.

Six of us met up in Badger's Mount in order to convoy on a pleasant run to the venue. The actual access road to the castle is very much single track, with plenty of potholes and very few places for vehicles to pass. We were lucky to only encounter one other vehicle en route.

On arrival we had plenty of choice for parking and took a prime spot on the castle lawns. Dave H then arrived, although was there in friend Ian's Rover P5B as his Stag was suffering from braking issues. We were subsequently joined by Harry and Chris, so we had 8 Stags. The highest turnout for a single model at the show.

Later in the day our numbers were further swelled by the arrival of Colin Denton (Classic Car Garage TV programme) in his beautiful Tahiti Stag.



Stags at Lullingstone

I had the opportunity to spend a while chatting with Colin about the TV series, the show and various other things, but especially about the future of our hobby and the importance of getting younger people involved in working with classics into the future.

Colin, it was a pleasure to talk with you and if you are ever in the SE London area you are always welcome to join in our events.

I'd estimate there were probably around 150 cars on show in total, so by no means a big event, but without the restored cars there would probably have been less than a dozen actual "patina" cars, some of which I'd not have personally included as being anything like original.

As such, the show itself didn't take long to look around, but admission included access to the castle, the church and the "world garden", which was the creation of Tom Hart-Dyke a few years ago.

Some of you may remember there was a TV programme all about Lullingstone and the trials and tribulations of the family in terms of trying to keep the castle and grounds in a state of good repair. The idea of the world garden was to encourage more visitors. A clever concept with the display beds in the shape of the world's continents, but it was pretty overgrown and therefore hard to see one thing from another.

The church however was more interesting with the earliest tomb of the family dating back to the 1400s. It must be one of only a handful of properties still in the same family after so long.

All in all, it made for a pleasant show but not enough to keep you there all day. By around 3pm the last of us were fighting our way back down the single-track road. This time there was far more traffic, including a giant tractor and trailer! The sight of a 2-way road was a welcome relief.

Mike H.

I'll keep this brief now – otherwise I'll take over the whole magazine – other events members attended this month included a breakfast meet at Headcorn Aerodrome, a classic car show at Ebbsfleet International Station and assorted breakfast meets at the Moat, Bletchingley & Forest Row, and I'm sure others I've missed! The Whatsapp group is the place to go for last minute meets and Spod is being used to ascertain numbers attending,

but it will only be truly useful if we get more buy-in from the gang.

Dave H.

#### DIARY DATES

- ✔ September 5th – monthly meet at the Bo-Peep (BR6 7QL) – although a large No. of us will be at the Isle of Wight.
- ✔ September 5th – 9th – Isle of Wight
- ✔ October 3rd – monthly meet at the Bo Peep

*Chris Skinner*

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## KENT

**S**adly, Lester Edmeades passed away earlier this week. He was the current holder of our "Member of the Year" Trophy.

Our deputy coordinator, Jonathan Moss, has written this obituary for Lester.

Lester sadly passed away on Sunday 28th of July after a fairly short battle with cancer. The circumstances are even more tragic than usual with this disease, as he had only been given the all-clear in December 2023. But secondaries emerged shortly after, and he battled on in considerable pain for just seven months.





## SURREY

Lester was so full of energy and enthusiasm and was constantly on the go with both housebuilding and car restoration projects, right up to the end. His cheeky sense of humour would always bring a smile to everyone's face when in his company. Lester was a Thanet resident for pretty much all his life.

He trained as an electrician and spent time on the road as a service and repair technician before assuming management roles. After being made redundant from a corporate job, he joined Chatham House School as a science technician as a fill-in job. His boundless energy and enthusiasm were quickly acknowledged, and the school supported him in completing his teacher training qualification. He then spent the rest of his working life teaching and supporting the green power club at the school.

Lester built a family house from scratch in his 40s, at which time he also suffered his first attack from cancer, although this was in his jaw bone and completely different from the lung cancer that eventually took him from us.

Lester had two sons, Josh and Luke, with his first wife. He passed on his many skills to his boys and was a most excellent father figure. Lester met Wendy, his second wife, while on his teacher training course.

A car enthusiast all his life, Lester built several specials and kit cars during his younger years.

He had such a wealth of knowledge about all things mechanical and electrical, which he was enthusiastic to share with anyone who needed help with their car, their house, or anything else.

Lester came to the Stag Owner's Club when he joined the Kent Area international tour to the Netherlands in his E-type Jaguar in order to fill a vacant place. He and Wendy so enjoyed the event that Lester promptly went out and bought a Stag. He then rebuilt and restored it in just a few months, resulting in a beautiful French blue car in perfect condition. For these efforts, and his assistance and companionship to others, the club rewarded him with the "Member of the Year" trophy for 2024.

The new Stag lived next to his E-type Jaguar, which he imported from the USA and converted to RHD, in his four car garage. Lester's garage was the envy of all his car-loving friends, and of course he built it himself along with a massive extension when he and Wendy moved into their current house.

Everyone who knew Lester will miss him very much.  
Jonathan Moss.

Funeral arrangements and donations to East Kent Hospice in memory of Lester are below

<https://www.dignityfunerals.co.uk/funeral-notice/28-07-2024-lester-charles-edmeades/>

### KENT AREA WEBPAGE

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

*Howard Gilbert*

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**H**i all hope everything is ok with everyone. Our trip to Brands Hatch on the 14 July for our National Day started at Clacket Lane Services on the M25. Meeting at the services at 8,15am to leave at 8,30 we all managed to get there in time apart from one who missed the last email that was sent which changed the meeting time. Leaving the services with a convoy of I think 14 cars we had arranged to meet another member closer to Brands Hatch as he didn't want to drive his newly refurbished car around the M25 as he was running it in, Theo and Helen were parked up just short of the entrance to the circuit and it was a most impressive sight seeing his car in that gorgeous Topaz Orange, they joined us into the circuit where we meet a few more of the Surrey members. What a brilliant day, we were told there were 151 Stags all parked together all shinning in the sun, we managed to get seated right by the track to watch the racing.



Later on in the afternoon we were handed pieces of paper to vote on for our favourite Stag in the car park, well there was only one and that had to be Theo and Helen's Topaz Stag. They had only just had it back from Faversham and they had made lovely job of the car, at the end of the day the votes were counted and they managed to pick up second place, well done.

We have managed to arrange our Christmas Dinner on the 30th November at the Thatchers Hotel, East Horsley, so I will be sending an email to you all asking if you are joining us, the price for the Christmas dinner will be £47.00 per person, we will be asking for a £10.00 deposit per person then your choices from the menu which again I will send to everyone in the email, there are also rooms at the hotel if you would like to stay over, we hope you can join us its always a fun evening.

#### DIARY DATES

- ✔ 6-9 September Warners in Warwickshire
- ✔ 23rd September Meeting at the Fairmile from 7pm
- ✔ 21st October Meeting at the Fairmile from 7pm
- ✔ 30th November Christmas Dinner at The Thatchers Hotel, East Horsley

#### SURREY AREA WEBPAGE

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

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## WEST SUSSEX

**S**ummer seemed very late starting this year and unusually there were very few shows etc happening, but we seemed to keep ourselves amused with a lot of breakfasts and general chilling.

We went to Parham Steam Rally which as a quite relaxed day and some stalls to look around and a slow drive home with Goodwood Festival of Speed and Amberley Car Show all departing at once. We had a visit to Polesden Lacey in Surrey and sat on the lawns having our picnic listening to the live Jazz played from outside the house. We must have been impressed because the following Sunday we organised an impromptu breakfast meeting at Tottington Manor where they also have Jazz on Summer Sunday afternoons where we stayed on to listen over a couple of drinks. Goodwood Classic breakfast club was next, a free entry upon invitation after applying beforehand, much better than last year as the weather was much improved and the displayed cars stayed much longer.

August club night was held at 7.00pm start in an attempt to encourage more members along, we still had the usual members attend, but we will continue to start at 7.00pm for the future months.

#### DIARY DATES

##### September

- ✔ 3 Club Night at Tottington Manor Edburton, Henfield. BN5 9LJ From 7.00pm.
- ✔ 8 Laughton Autumn Show.
- ✔ 6,7,8 Goodwood Revival.
- ✔ 8 Edenbridge Car Show
- ✔ 29 Treasure Hunt, (Area and time TBC)
- ✔ October 1 Club night at Tottington Manor, Edburton, Henfield BN5 9LJ from 7.00pm.
- ✔ November 3 Breakfast meeting and monthly club meet at Tottington Manor ( in Lieu of club night)
- ✔ December 7 Area Christmas Dinner

#### WEST SUSSEX AREA WEBPAGE

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

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## EAST SUSSEX

**I**t was great to have back in our midst, our illustrious coordinator, Brian Gregory after his recent illness. He and his lovely wife, Sylvia, were welcomed back with great pleasure. However, we all knew he was on the way to full recovery when the pleasantries soon gave way to the usual banter!

There is always some heckling and lively joshing amongst members and some turn up just to hear the latest bout of good humoured ribaldry. You know the entertainment is good because at our July 'Green Man' breakfast, Pete and Beryl Tolhurst had got up at five a.m. from their new home in North Wales to meet up with old friends and new and join in the fun! It was lovely to see you, Pete and Beryl, and great to catch up with your news.

Meanwhile: a question for you! What is the only Royal Navy vessel that can raise the Jolly Roger flag when returning to port? Many of our club members now know the answer after a most enjoyable trip to Gosport Sailing Club. The day was organised by club member, Derek Budden and his wife, Sarah, who welcomed nine of our Stags and one of the options included a visit to the Portsmouth Historic Dockyard Museum. Terry Gent said it was an absolutely fascinating afternoon – fantastic to see the adventure and heritage of our royal navy laid out in such an immersive way. Meanwhile others were marvelling at exhibits such as the historical A class submarines used in the Transformer films, and others had the thrill of a lifetime being driven out on the water in Derek's own sailing yacht. Meanwhile there were others who simply enjoyed the delights of the clubhouse – I understand the battered fish sandwich with chips came with a particular recommendation!

So, it's been quite a nautical year for us – the Wey and Arun Canal in June, Gosport Sailing Club in July – what will August bring? Well, it's a return trip to the Brecon Beacons



and as we go to press, a dozen or so Stags expect to be lost in Wales! Full report in a future issue.

Some members of the team are already thinking about 2025 and a booking has been made to the Isle of Wight for a trip in June. It's proved very popular and early bookings suggest that only one place remains at the main hotel as we go to press – if you are interested, please contact one of the trip organisers, Geoff, Gary or Terry.

But, there are still dates in the diary for this summer to look forward to. The Festival of Transport, at Hellingly is always a popular day out with our Stags and the Bexhill 100 Classic Car Show is another event well represented in our area. Both are held over the late Bank holiday weekend, but it is possible to take in both options. Talk to one of the club members if you need entry forms and wish to attend.

Finally, if you want to know the answer to the question about the Jolly Roger – come to one of our meetings where those in the know may just be willing to be able to divulge this top secret information!

**STOP PRESS STOP PRESS**

**ROB FIRMSTONE'S REPORT --- STAG OWNERS CLUB NATIONAL MEETING AT BRANDS HATCH ON 14/07/24**

It was a lovely sunny morning when eleven of us met at Clacket Lane Services at about 8.00 am. We then went on to meet the others from the Bexhill area in a local village hall car park before driving the short distance to Brands Hatch. We were 12 cars in total. After parking in the Stag area, the gazebo was erected with a good view of the racing circuit down from the pits.

By the time we had wandered up to the pit area the qualifying races were just starting – the cars were loud and it was difficult to converse as we were so close to the track. The main races were in the afternoon with a break for lunch. We discovered the promised parade lap was set for 6.30 pm after the racing had finished. By that time nearly everybody had gone. It would have been much better if it could have taken place during the lunch break.

We found the catering outlets were closed but there was a café facility that most said was acceptable. Also, the viewing grandstands appeared to be closed which would have provided a better view for those who were really interested in the racing. Later we found it was £10 to access the grandstand. Unfortunately, there were no information displays to provide driver information and track position etc. and the PA system was almost impossible to hear over the noise.

There was no SOC meet and greet tent with the usual refreshments and merchandise facility like there was at the Silverstone SOC National.

However, it was good to meet up with the others and those that we hadn't seen for a while. Rick and Kevin came over to say hello. They are no longer members of the East Sussex area since moving further west.

In conclusion, it was a pleasant day out, but as one member put it, rather underwhelming.

Rob Firmstone

### DIARY DATES

- ✔ Breakfast meetings: Green Man, Ringmer 9:30am, 17th August, 14th September,
- ✔ Sussex Stags on Tour: Wales 9th – 12th August
- ✔ Festival of Transport 24 August
- ✔ Bexhill 100 Classic Car Show 26th August  
Sandy Gent on behalf of Bryan Gregory

### EAST SUSSEX AREA WEBPAGE

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

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# OUT & ABOUT

## SOUTH WEST ENGLAND AND WALES

Regional Co-ordinator:

### SOMERSET / DORSET

**T**hree Stags from Somerset & Dorset attended the National Weekend at Brands Hatch. It should have been Mike & Jackie, Mark & Jane and Garry & Janet but unfortunately Jane was suffering from a trapped nerve so was unable to travel. Mark was still keen to join us and we did keep in touch with Jane via WhatsApp. We decided to avoid motorways and travelled a slower more scenic route on Friday with a break at Petworth House. Saturday was the Weald of Kent Tour using a map book provided by the organisers and although our three Stags all left the hotel at different times to do their own part of the organised route we still managed to meet whilst visiting Hever Castle and Gardens, well worth a visit. We also left Hever separately and on the route back to the hotel, it turned dark and started to rain. As we pulled in to put the hood up, too late, we had an incredible downpour and Janet & I got soaked putting the hood up and the rain followed us back until just before we reached the hotel. It appeared that only a few had been caught out by the rain. The next morning we drove to Brands Hatch to park up with the 170 (we were told) Stags overlooking the circuit. As the proposed parade lap was looking unlikely, we returned to the hotel to get ready for the Euro cup final.

We had an uneventful drive home using the same route, except Mark got separated from us and although we kept WhatsApping him, we did not realise he was not in the group. However, we all arrived home safely eventually.

After giving Sherborne Classics at the Castle a miss for a few years, a few S&D members joined the South Wales Area on a stand at the show on 21st July. Since our visit to the first show in 2004 the show has grown and changed dramatically. It appears the supercar is more dominant with reduced numbers of "classic car" club stands. I guess that is why there were only a couple of autojumble and tool stalls. There was a very good show of classics in the individual entries area and also in a section of the public car park purely for visitors arriving in classics. Welcome to Danny, a new member who joined us on the stand with his recently acquired fuel injection Stag, created quite a bit of interest. Hope to see you at some more events.

A last minute email for anyone thinking of taking advantage of good weather on the last Sunday in July saw only Martin join us on a run to Symondsburry Estate near Bridport. As I arrived there were three E Types in the overflow car park so I joined them. They were waiting for another 20 plus Jaguars to arrive so I moved to one side to give them space. Martin soon joined me and after lunch we took a stroll along Hell's Path and up Colmer's Hill. Unfortunately, all the Jaguars had left when we returned so no chance to check them out.



*The Sherbourne Classics at the Castle Show*



Janet had noticed there was a solar powered boat, The Duchess of Cocklemoor, offering trips on the River Parrett at Langport. We managed to get a dozen Staggers to hire the boat for an hour for a gentle quiet run along the river whilst the owner told us about the boat. It was over a hundred years old and he had bought it and converted it to electric power using solar panels on the boat to charge the batteries. Mike was particularly interested in the boat as he remembered going on it when it was a traditionally powered ferry boat crossing the River Teign between Teignmouth and Shaldon in his youth. After the trip, Mark & Debbie invited us back to their home for drinks and nibbles whilst listening to some good old proper music on his jukebox. Many thanks to Mark & Debbie for their hospitality.

Four Stags and Mike's Beetle (Herbie) made it to the West Somerset Railway Association Rally at Norton



Fitzwarren on the 4th August. I think Mike's Beetle was the most photographed vehicle there as all the kids (and adults) wanted their photo stood by it. This show had plenty of vehicles including trucks, military, steam, tractors, cars and bikes and loads of stalls to keep us happy. We always like to watch the old wood cutting machines in operation and of course the brick crusher. We did not make it to the stationary engines this year, I think they had moved to a different area. John Eales had planned to join us but was moving home, so he popped onto the stand to introduce himself. Welcome to the Somerset & Dorset Area, hope you can join us at events when you are settled

in.

Please note our September N&N will be on the first Wednesday of the month, so Wednesday September 4th, but unless you read the digital copy, sorry you have missed us. Back to normal in October, but we are looking for alternative ideas for N&Ns for wintertime, any ideas?

### DIARY DATES

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

- ✔ Wed Sept 4th - N&N at the Lime Kiln Inn.
- ✔ Sat Sept 7th – Othery Road Run.
- ✔ Wed Oct 9th - N&N at the Lime Kiln Inn.

*Garry Martin*

*Tel: 01935 427625 jangarmartin@tiscali.co.uk*

## SOUTH WEST WALES

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

I attended the WW Area N&N (9th July) and can report that it was a good run with a photo opportunity at New Gale beach and then onto St Davids. The weather was not



brilliant with drizzle on the way to St Davids but rain on my way back to Swansea. Next on our calendar was the Classic Car Show in Llandeilo this is a small show where normally there are about 70 to 80 cars, this time there were a few more and it was full but it was enjoyable until my wife Lesley and myself got caught by the police. After the Llandeilo Show was our N&N on Wednesday 17th July and this was organised by Ian or as he was known during the evening Long Ian Sutton. The run started in Carmarthen where we had six Stags we should have had seven but someone failed to make it. From Carmarthen it was onto Johnstown and then to Llansteffan Beach. After a photo or two it was onto The Abadam Arms in Portyrhyd which is close to The National Botanical gardens of Wales. Here we had a great meal and were very well looked after. The weather for the run was good and it was roof down all the way for Lesley and myself and at Llansteffan the view of the estuary was excellent.



Clive Perman

### DIARY DATES

- 🚗 N&N & Drive 18th September 2024
- 🚗 Pembrey Steam Rally 28th & 29th September 2024

*Clive Perman*

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On Saturday 10th August, Lesley, Clive and myself once again met up to attend the Aberaeron Vintage Show, organised by the 'Cardi Cranks' car club, which this year for the first time was taking place at the Llanerchaeron National Trust property outside Aberaeron. I did not take my Stag on this occasion, having decided to attend in my classic 1978 VW campervan, but Clive was ably flying the flag for the Stag owners in his blue Stag, and elsewhere on the show field we met up with Andrew Harrison, who is also a member of the Cardi Cranks, from Aberystwyth in his Stag. This was an excellent show, in the beautiful setting of Llanerchaeron House, and I feel sure it will be a show we will return to in future years.

For our August meeting and evening drive on Tuesday 13th August, Maurice Bakewell kindly arranged and led a very enjoyable drive around the Carmarthenshire countryside. Unfortunately, he was not able to arrange the weather, as we had a very wet and soggy drive, setting off from the Starbucks car park at St Clears and taking a pleasant drive through Llanddowror, Pendine and Laugharne, before reaching our final destination of Bancyfelin for a very nice meal at the Fox and Hounds pub.

Forthcoming events for the West Wales area include some of us attending the Skewen Motor Club Vintage Show at Margam Park on Sunday 17th August. Then on Sunday 1st September, some of us will also be joining the round-Pembrokeshire classic car run in aid of the Paul Sartori hospice care charity.

Just prior to that, on Saturday 31st August, Clive Perman is kindly organising another drive/daytrip jointly for the SWW and WW areas, starting from Carmarthen and driving to Aberaeron and possibly on to New Quay or Aberystwyth. Hopefully, we will have a full report and photographs of this event in the October magazine.

Finally, for this month anyway, some of us are looking forward to attending the Pontarddulais Classic Motor Club Show at Pembrey Country Park on the weekend of 28th & 29th September. Registration for this event needs to be submitted by 15th September, but we are planning and hoping to arrange a joint SOC Club stand for the SWW and WW areas, so if you would like to join us on the Club stand, please contact me or Clive Perman as soon as possible and at the latest by 15th September. We hope

## WEST WALES

**T**here were fewer Stags than originally hoped that were able to attend the classic car show in Llandeilo on Sunday 14th July, with only Lesley and Clive Perman (South West Wales coordinator) and myself meeting up to travel to the show together. As it happened, this was probably fortuitous, as the show was very much oversubscribed. Llandeilo show is a small show which takes place in a small square off the main street through Llandeilo, and more cars turned out than had been expected, resulting in some cars having to overflow into the small back streets. Clive and I had to park in one of these side streets, slightly separated from the main display. However, it was a lovely sunny day (a rare thing this summer!) and the scaffolding above our parking space provided some much appreciated shade. Apart from this minor issue, it was actually quite a good show, and we had an enjoyable day out in Llandeilo.

to have a good representation of Stags at this show, and there will be no charge to attend for either or both days, so it will be a good day(s) out, and we would love to see you join us on the club stand.

Our next evening drive and N&N for the WW area will be held on Tuesday 10th September. Please contact me for details of the meeting point and time, and for the proposed destination for food.

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

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

### DIARY DATES

- ✔ Sun. 1st Sept. Paul Sartori Classic Car Run Pembrokeshire
- ✔ Tues. 10 Sept. Evening Drive and N&N destination tba
- ✔ Sat/Sun 28/29 Sept Pontarddulais Vintage Show Pembrey
- ✔ Tues. 8 Oct. Evening Drive and N&N destination tba
- ✔ Tues. 12 Nov. Natter & Noggin venue tba
- ✔ Tues. 10. Dec. Natter & Noggin venue tba

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## CORNWALL

**W**adebridge Wheels - 21st July  
The Weather Gods were good to us for Wadebridge Wheels on Sunday, pleasant sunshine but not too hot and plenty of people there.

We had nine Stags from Cornwall on show plus two from Devon in the new SOC section. I think we were the largest showing of a single type of classic car,

demonstrating just how popular Stags are. As usual, there were literally hundreds of amazing classics to see and an event that is certainly well worth a visit. Myself and other members spoke to numerous people interested in buying a Stag and joining us, so that may improve our numbers.

The Gazebo Erection Gods were also having a happy day. Despite eight puzzled chaps flailing poles and canvas, it went up without drama!

Thanks to Mike McCarthy for the excellent photo above.

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

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

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

Please contact me for my bank details

Carnhell Green Charity Vintage Rally TR13 9TQ  
Saturday, 10th August, 2024

This will have been our August meeting. Full details in the report next month.

September 1st - Finch Foundry National Trust. The last working water powered forge in England

Meeting at the Taw River Inn at Sticklepath (EX20 2NW) 12.00 noon for lunch and leave to visit the foundry in the afternoon at 14.00. Full details in the report next month.

### DIARY DATES

- ✔ October 6th - Charlestown Harbour. Unesco World Heritage site.
- ✔ November 3rd - Hawkin's vintage motorcycle museum. St Stephen. PL26 7LB
- ✔ December 14th - Christmas dinner. Penmorvah Manor Hotel TR11 5ED.
- ✔ January 5th 2025 - AGM Carleen Village Hall TR13 9QP
- ✔ February 2nd 2025 - Country Skittles, Townshend. TR27 6ER

*Mark Colton-Taylor*

*07900 982762 cornwall@stag.org.uk*





At RHS Rosemoor

## DEVON

**J**uly was busy, with a well attended Noggin & Natter at the Hunting Lodge at Ivybridge. Thank you Andy Moss for organising this.

Then some Stags joined their smaller sisters for the TSSC Tour of Devon. A lovely run of about 100 miles, with various start points around the county. Next year's is already in the planning - put Sunday 21 September 2025 in your diaries now.

The Crash Box Club held their annual Historic Vehicle Gathering at Powderham Castle. This is always a big event. We took our Motorhome as well as the Stag and went really early on the Thursday to enjoy the beautiful surroundings which are right on the River Exe and next to the park where there is a large herd of deer. Rather appropriate. Hugh Read was in his Motorhome too and he kindly helped us set up the gazebo on our stand. Always easier with an extra pair of hands. Thanks Hugh. We had 9 Stags on Saturday all beautifully arranged by Dave Taylor who also helped enormously on the stand all weekend chatting to people about the cars. Thanks Dave. Others on the stand were Sue and John Franklin, Paul Homewood and Lin in their lovely dark green Stag, Leah and Si Mears, Steve and Sally Talbot, Sue and Mark Oxenbury, John and Matt Richardson and Dave Hibbard. On Sunday Keith Chubb and Bill and Jean Kennedy joined us

The show was very good as always. There were a few more steam engines here this year I think. It was a nice sociable event and I was very pleased that Andy Hedley from the SOC Comms team was at the event and came and introduced himself. It's always nice to put a name to a face!

Paul Homewood kindly organised the RHS Rosemoor Event and sent this report. Thanks Paul. I hear those who attended really enjoyed this free event for classic car exhibitors.

"We had 7 Triumph Stags attend the RHS Rosemoor Vintage & Classic Weekend on the 27th July, Paul H, Sue F, Simon M, Bill K, Dave T plus 2 others on Saturday, We were lucky with the weather as it stayed fine during the

event. We were given a prime area around a tree at the top end of the field, which gave us space to display the cars to the greatest effect. For anyone interested in horticulture this is well worth a visit."

Stephen and I were sorry not to be there as there are no dogs allowed which ruled us out, so we headed to the Mid Devon Show - we do like the atmosphere of the agricultural shows, particularly if the weather is nice! We stayed overnight taking our motorhome as well as the Stag so were able to enjoy the atmosphere all weekend. The show is set in the grounds of Knightshayes Court which are lovely. We were even treated by a hot air balloon which flew over a couple of times. Dave Parr was there too with his family and Stag so there were 2 cars representing the SOC amongst all the other classic cars.

Several Stags have made it to Trago Mills at Newton Abbot for the well attended South West Classic Car Club meet-ups on the last Sunday of the month (£2 per vehicle).

### Looking Forward

Don't forget Stag Owners Club members are welcome to attend the all Triumph meets in the North of the County - held on the first Thursday of the month at the Crealock Arms, Littleham near Bideford EX39 5HN Lovely pub, a good welcome and good food - oh yes, a big car park too

Wednesday 11th sees us return to the Hunting Lodge at Ivybridge for a Noggin & Natter meeting from 7pm ish. Food is good too.

There are plenty of local shows to attract Stags still happening in September and opportunities to hear those V8s.

Enjoy your Stags and hope to see you soon.

Claire

### DIARY DATES

✦ Thursday 5 September Noggin and Natter at the Crealock Arms, Littleham EX39 5HN

### DEVON AREA WEBPAGE

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

Claire Purser

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## SOUTH WALES

**O**n the 13th July our "Show Organiser" Terry had found an extra show to attend in the Area. (He's always looking for new car shows) It was the Blaenavon Classic Car Show taking place in the car park of the "Big Pit" visitor attraction. I did not attend this event myself but feedback from the 5 Stag members who attended reported a great day out. It all started with breakfast at the Crow's Nest Pub in Cwmbran and then a Stag convoy to the show. This was the first year for the show, and it was well supported with approx 100 cars. The picture attached shows our Stags set in front of a steam locomotive which would have collected the coal from the nearby mine.



Meanwhile Bob, Cherry and friends were preparing the field at the front and side of their house for our "Hog Roast" which was due to take place on Sunday 14th July. We call it a "Hog Roast" but the reality is we need at least 100 participants to make roasting a pig a viable proposition so as we were 50 people the caterer brought roast pork already cooked.

The big day arrived and we had 14 Stags parked on the field together with an MGB GT, Hillman Avenger estate, Ford Mustang Bullet and an Aston Martin DB7 (The Aston is for sale if anyone is interested?). Members enjoyed the meal provided and I am grateful to all those who donated raffle prizes and puddings for the occasion. We met numerous new members, and viewed Stags which had not been seen before in these parts. As England were playing in the European Championship, Julian, Morgan and Taylor arranged a sweep on the final score. John Whitworth won that challenge. Thanks to all who attended, those who helped and to Bob & Cherry for their hospitality.

On Sunday 28th July four Stags and an Aston Martin set out for the Brynmawr Car Show. This was the second year for this show and although I didn't attend this year, it was apparently a much larger show than last year with many more cars attending. Clearly, this was definitely impacted by the fantastic summer weather, for a change.

Our monthly noggin & natter on 6th August took the form of an Evening Drive organised by Julian and family. We met at the boating lake in Cwmbran as usual on a very pleasant evening. It was a large turnout, of some 11 cars with Gary Ross joining us at Usk and Ian & Linda meeting us at the destination Pub - The Anchor at Tintern Abbey. The Hando family had been busy and apart from organising the Drive they had also prepared an observation test for us so we had questions at the end. The prize went to Sandra and Richard who scored 12 out of 15. Well done to Sandra as Richard was driving!!

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

### DIARY DATES

- ✔ Sat 24th Aug Gloucester Goes Retro Individual entry
- ✔ Fri 30th Aug The Pizza Run ending at Panteg House Terry
- ✔ Tues 3rd Sept Evening Drive 6 Myron
- ✔ Sat 7th Sept Fonmon Castle Car Show Terry D
- ✔ Sun 29th Sept Cowbridge Street Car Show Just turn up
- ✔ Winter Programme
- ✔ Tues 1st Oct Noggin & Natter, Crow's Nest
- ✔ Tues 5th Nov Noggin & Natter, Crow's Nest

### SOUTH WALES AREA WEBPAGE

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

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## BRISTOL

**New Co-ordinator required**

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

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

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

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

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

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



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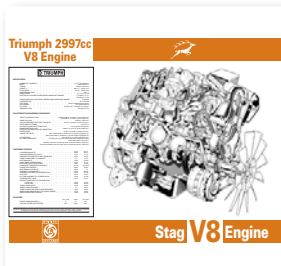
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## STAG ENGINE POSTERS

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

£17.50



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Stag Owners Club  
Established 1979



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Stags at the Historic Vehicle Gathering at Powderham Castle

