



STAG

OWNERS CLUB

ISSUE 504 MAY 2025

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SWITZERLAND GRAND TOUR / BACK END RENOVATION
"MYRTLE" RESTORATION / STANDARD AND TRIUMPH

STAG OWNERS CLUB

HONORARY POSITIONS

President: Steve Kiefer

Past Presidents: Lesley Phillips, Ken Hudson (Deceased 2006)

Vice-Presidents: Tony Hart (Founder Member, deceased 2023), John Craddock (Deceased 2024), Chris Liles, Simon Preece, Peter Robinson, Clive Tate, Lesley Phillips

COMMITTEE MEMBERS



Chairman: Richard Smith

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Best times between 17.30 - 19.00 weekdays

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Andy Hedley

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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 Scheme

The official Club insurance scheme for Members' Stags & other specialist vehicles is underwritten by ERS. Standard benefits include Breakdown and Recovery (including home service) for UK and European Union countries and unlimited Windscreen Cover. Zero administration fees. Complimentary return of cherished salvage (applies to all vehicles over 20 years of age). The scheme is administered for the Club by RH Specialist vehicle insurance. Tel: 0330 912 0018 Email: rh@ers.com

In the event of any query, contact the Club Insurance Officer Email: insurance@stag.org.uk and/or Emma Airey Email: emma.airey@rhspecialistinsurance.co.uk

Data Protection Act

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

WEBSITE

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



EDITORIAL

Only a couple of weeks to go and we shall be off to the European meeting in Nuremberg.

We will be there for a couple of weeks visiting some relatives.

I know quite a few are planning additional excursions and trips after the event, So here's hoping for lots of articles for the magazine on your exciting trips abroad.

If you're thinking of booking for the National Day, please note that there is a cut-off deadline of June 27th for the discounted rate, and if you want to be included for the free gift and rally plaque, this is only for the first 200 bookings so don't leave it too late.

Now, not so good news, a stolen Stag:

"I hope you can help me, a friend of ours recently purchased a White Stag (photo below) and had it for four days and on the 22nd April it was stolen from outside her house in the Bow area of East London.

Name Valerie Maxfield

Reg number SWC78M

Your help would be very much appreciated.

Many thanks, Bob Speller

Long time Stag owner and

club member 7216

Mob number 07767381775"



Carl Fuss

ISSUE 504 MAY 2025

Front Cover: In Andermatt,
Switzerland

Pic: Nigel Griffiths

Back Cover: At Fishburn Airfield

Pic: Roland Tate



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General enquiries: Tel. 01379 677735

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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.

Last date for pre-booking at the discount rate plus the first 200 for rally plaques and driver's gift is 27th June

STAG OWNERS CLUB NATIONAL WEEKEND 2025

THE DATE SAT 12TH – SUN 13TH JULY 2025

The Stag Owners Club National Weekend 2025 will take place over the weekend of 12th/13th July 2025 at the Shuttleworth Collection, Alder Drive, Biggleswade, Bedfordshire, SG18 9DT.

COSTS

Entrance to the event £20 for the two day weekend, including Driver and ALL occupants. This includes entrance to the museum, Swiss Gardens, Engineering workshops and children's play area **plus free** entrance to the Shuttleworth Summer fete open weekend which includes Craft traders, Market and Bar, range of catering, Fun fair, Stage for music entertainment, Drone racing and Model Display The ticket is valid for a further 30 days to return to the Museum and Gardens.

The online booking form is in the members area on the club website.

THE EVENT

- Parking is exclusive to the Stag Owner Club in front of the hangers
- Members arriving in non stags are welcome and will be parked in a special area in the public parking close to the arena
- Unique photo opportunity for every stag
- Members can bring their own auto jumble to sell
- Traders agreeing to attend – E.J.Ward, Robsport,, Stag Hood Factory. Mick Moore, and Tony White.
- Plus club accessories and SOCTFL
- Saturday Run out around the Mid Bedfordshire countryside with plenty of places to stop.
- Saturday Evening Hog Roast and Beer Bus at £15 extra per head. Vegetarian option available.
- Car Rally Plaques and a Unique Gift to the first 200 Stags registered.

ACCOMODATION

- 12 Extra rooms now available at the house in the upper dormitory
- Single bed x 3 off at £55 per room per night
- Twin bed x 8 off at £80 per room per night
- Triple bed x 1 off at £80 per room per night
- Rooms are basic with water at a sink but showers are in the corridor plus the Male and Female toilets are in the corridor
- Booking for Friday, Saturday and Sunday is via the Shuttleworth website www.Shuttleworth.org
- Or Contact Georgia French, Tel: 01767 627922
Email: Georgia.french@shuttleworth.org



LOCAL HOTELS AND GUEST HOUSES

- **The Queen Anne Summer House** www.landmarktrust.org.uk/search-and-book/properties/queen-annes-summerhouse-13986
- **The Keeper's Cottage** www.landmarktrust.org.uk/search-and-book/properties/keepers-cottage-8764
- **Warden Abbey** <https://www.landmarktrust.org.uk/search-and-book/properties/warden-abbey-12873>
- **Old Warden Guest House** Clock House, Old Warden, Biggleswade, Bedfordshire SG18 9HQ.
Tel: 01767 627201 Email: info@oldwardenguesthouse.co.uk
www.oldwardenguesthouse.co.uk
5 bedrooms, 0.8 miles from venue.
- **The Stratton House** London Road, Biggleswade, Bedfordshire, SG18 8ED.
Tel: 01767 312442 Email: sales@strattonhouse-hotel.co.uk
www.strattonhouse-hotel.co.uk
30 bedrooms, 3 miles from venue.
- **The Green Man at Stanford** Stanford Road, Stanford, Biggleswade, Bedfordshire SG18 9JD.
Tel: 01462 812293 Email: info@thegreenmanstanford.co.uk
www.thegreenmanstanford.co.uk
18 bedrooms 3 miles from venue.
- **The Crown Hotel** 23 High Street, Biggleswade, Bedfordshire, SG18 OJE.
Tel: 01767 310510
9 bedrooms, 6 miles from venue.
- **The Kingfisher Hotel** Cardington Road, Bedford, Bedfordshire, MK44 3SA.
Tel: 01234 270044 Email: reservations@thekingfisherbedford.co.uk
www.barnshotelbedford.co.uk
49 bedrooms, 6.5 miles from venue.
- **Highfield Farm** Tempsford Road, Sandy, Bedford, SG19 2AQ.
Tel: 01767 682332 Email: contact@highfield-farm.co.uk
www.highfield-farm.co.uk
4 cottages and 5 bedrooms, 7.1 miles from venue.
- **The Coach House** Market Square, Pottton, Bedfordshire, SG19 2NP.
Tel: 01767 260221 Email: mail@coachhousepotton.co.uk
www.coachhousepotton.co.uk
11 bedrooms, 7.3 miles from venue.
- **Bedford Swan Hotel** The Embankment Bedford MK40 1RW.
Tel: 01234 346565 Email: info@bedfordswanhotel.co.uk
113 bedrooms, 10 miles from venue.



CAMPING AND CARAVANS

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- More information at camping@shuttleworth.org
- Booking via Shuttleworth.org/product/sf25-camping/





WANTED ... WANTED ...

INTERNATIONAL LIAISON OFFICER

As the title suggests this is to do with maintaining and encouraging contact with various overseas clubs.

SECURITY LIAISON OFFICER

The Security liaison officer would be expected to be able to advise members on various security options to keep their car safe. And occasionally produce articles for the magazine or website.

For more information on the above positions please contact the Club Secretary: secretary@stag.org.uk

DIARY DATES 2025

- **SOCTFL AGM and Co-ordinators meeting** Saturday 17th May at the Heritage Motor Centre, Gaydon,
- **ESM in Nuremberg** Thursday 29th May to Sunday 1st June.
- **The Celtic Classic and Sports Car Weekend for 2025** Thursday 26th to Monday 30th June.
Full details at <https://www.celticclassic.co.uk/>
- **National Day At the Shuttleworth collection** Saturday the 12th and Sunday the 13th of July.
- **Silverstone Festival** Friday the 22nd August to Sunday the 24th August.

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06/12/23

SOCTFL ANNUAL GENERAL MEETING 2025

HERITAGE MOTOR CENTRE, GAYDON, WARWICK CV35 0BJ
SATURDAY 17TH MAY 2025 – 10.00AM FOR 10.30AM START

We are inviting you to attend the 2025 SOCTFL AGM, and if you cannot attend you have the option to appoint a voting Proxy as required by Company Law.

This is the same day as the Co-ordinators meeting (details below).

Do come along to this enjoyable event, you will be most welcome. Enjoy Coffee and Biscuits on arrival.

Stag Owners Club Tooling Fund Limited Proxy Voting for the AGM Saturday 17th May 2025

If you would like to exercise your right to appoint a proxy please photocopy or cut out and complete the form and send it to arrive by Friday 2nd May 2025 to:

Paul Smith (SOCTFL Chairman), Oakfield House, Maidensgrove, Henley on Thames, RG9 6EX

You must provide your name(s), address and SOC Membership Number(s).

Stag Owners Club Tooling Fund Limited

I/we (name) _____

(membership no.) _____

and (name) _____

(membership no.) _____

of (address) _____

appoint the Chairman of the Meeting or

as my/our proxy to vote in my/our name[s] and on my/our behalf at the annual general meeting of the company to be held on 17th May 2025 and at any adjournment thereof.

Signed _____

and _____

Date (day/month/year) _____

SOC CO-ORDINATORS MEETING

The coordinators meeting will take place on Saturday 17th May 2025. This will be held in the afternoon after the SOCTFL AGM in the morning at the Heritage Motor Centre, Gaydon, Warwick CV35 0BJ.

The meeting be conducted by our new Co-ordinator liaison officer, Peter Jones. and will commence at 2.00pm and conclude at 4.00pm. Lunch at 12.30 pm. Please advise if there are any items you wish to put on the agenda and also should you require lunch on the day. Please send these in no later than Monday 2nd of May.

Contact: coordinatorliaison@stag.org.uk



Thought for the Month

Rupert Klaiber

Have nothing in your houses that you do not know to be useful, or believe to be beautiful.

William Morris

EARLY PRODUCTION STAG HISTORY

RVC 423H - FROM DREAM TO REALITY



Every spring and summer we go to a lot of car shows and admire the beautiful array of vehicles. We often say I used to have one of those or I wish I could own that. Last summer we did one of those 'OK so if you were to own a classic car which one would it be?'

Well it needs to be a soft top and have 4 seats. The first Stag we looked at was £5k and slightly rough, the second one was £10k but had not really done only 12,000 from new more like 212,000. Then a friend of mine said have you seen this and so it began an ownership of a classic car, a pre-production Stag.

With the details we got from the dealer and information discussed with Peter Robinson I started to put together the history of our new car.

I can now share that history with fellow enthusiasts...

RVC432H was built on 27/3/1970 and registered on 15/4/1970, it has Chassis number LD11-O and engine LF14HE (High Compression) with the 9th Body 9LD. 25 of the 1st 50 moulds were used on the first pre-production cars and this car has the 12th of those (B 012). It is the 8th of 12 Press release cars as stated on the Heritage Certificate and factory build list. The paint work is New White (Code 19) and the interior is Inca Red (Code 62). It has a manual gearbox with Overdrive rather than the BW Auto box, Only 63 Stags are known to be registered on an 'H'plate.

This car was kept by Standard Triumph for over 6 years before being sold to a private buyer. Fully restored in 2012 it had only done 1000 miles in the last 8 years and we were lucky enough to get the restoration images with the car. We have since bought an original 1970 sales brochure (The Triumph Stag) and an original 1970 drivers manual.

There are 22 images of this car in Belgium as a press release car from the British Car Museum archive, The car also appeared in *Standard Triumph News* No:150 July 1970 and again in November 1970 and March 1971. I have also found a Belgium car magazine article about this specific car

The planned release date for the Stag was October 1969 for the Earls Court Motor Show, but the engines were upgraded from 2.5L to 3.0L, which meant that larger brakes and a stronger gearbox had to be developed to suit.



Press Release Image,
Belgium 1970

Fully Restored, 2025



Also the roll over bar was connected to the windscreen (T Bar) and there was a revised seat pivot arrangement so therefore production did not start until March 1970. The bodies were built and trimmed in Speke (Liverpool) and sent to Canley (Coventry) to have the engine, gearbox, rear axle, brakes, wheels, radiator etc fitted

11 of the early cars were sent to MIRA for testing before the Belgium press release which started on 3/5/1970, A 12th car was added to these (LD17), All 11 original press release cars have sequential number plates starting RVC 425H to RVC435H with LD17 being given RVC438H.

An additional 75 cars were built on the production line ready for the UK launch date on 9/6/1970.

This car was purchased by Martin Dimmick of JusTriumph in February 2007 and sold onto Lee Cort of Cherished Classics in 2010, Martin stripped the car, painted the body/panels, rebuilt the engine and fitted the gearbox and differential. He chromed the bumpers and supplied the car with new 'old stock' interior seats and dash board. Lee did all the wiring and plumbing, complete new hood, carpets and trim etc. It was sold to Mr Underwood (a collector of classic cars) of Nottingham in 2012. We were lucky enough to purchase the car on 1st October 2024.

If you have any additions to this information please start a discussion on the SOC site. Happy motoring!

Greg Whale

THE EARLY STAGS

- LD1 Development Car RRW 97H Built 11/69
White/Red/Overdrive
- LD2 LHD, USA Restored Built 12/2/70
Saffron/Black/Auto
- LD3 Triumph company car, now in Switzerland
Saffron/Black/Auto

PRESS CARS

- LD4 RVC 425H Built 13/3/70 Trial Car
White/Red/Overdrive Stolen/scrapped
- LD5 RVC 426H Built 16/3/70
White/Red/Overdrive Missing/Broken in half
- LD6 RVC 427H Built 17/3/70
White/Red/Auto Restored, Brighton
- LD7 RVC 428H Built 18/3/70
White/Black/Overdrive Poor Condition
- LD8 RVC 429H Built 20/3/70
White/Black/Overdrive Running, Sweden
- LD9 RVC 430H Built 20/3/70
White/Black Poor Condition
Was in the film 'Straw Dogs'
- LD10 RVC 431H Built 25/3/70
Red/Black/Overdrive Restored, Yorkshire
- LD11 RVC 432H Built 27/3/70
White/Red/Overdrive Fully Restored, Dorset
- LD12 RVC 433H Built 2/4/70
White/Black Restored, West Sussex
Sold for 37K in July 2017
- LD13 RVC 434H Built 4/4/70
Damson/Saddle Tan/Auto Running
Bought back by the son of the original owner
- LD14 RVC 435H Built 4/4/70
Saffron/Saddle Tan/Auto In a USA museum
Was in the film 'Diamonds are Forever'
- LD17 RVC 438H Built 10/4/70
Wedgewood Blue/Blue/Auto Restored, London
Was in a Barbour Advert

PRE-PRODUCTION CARS

- LD15 Built 7/4/70
- LD16 Built 10/4/70
- LD18 Built 17/4/70 Training School Car
- LD19 Built 14/4/70 Crash Test Car
- LD20 Built 17/4/70 Trial Car (For Sale 30k)
- LD21 Built 21/4/70 French Car
- LD22 Built 23/4/70
- LD23 Built 24/4/70
- LD24 Built 24/4/70

PRODUCTION CARS BY UK LAUNCH

LD25 1/5 – LD100 8/6

(LD 25 to Longbridge, LD 26 Trial Car, LD 27 to Italy, LD 28 to NZ, LD 29 to Australia, LD 30 Trial Car)



STAG SWISS GRAND TOUR



We set off on our “Swiss Grand Tour” driving from Concise alongside the lake to Neuchatel before joining the traffic heading for Zurich and Bern and Schaffhausen.

We stopped off to view the amazing Rhine Falls before driving along Lake Constance and up into St Gallen. We had no idea there were such falls. While the views from the road of the Lake were pleasant enough, as such we were rarely immediately adjacent to the lake. It was the magnificently powerful falls that stuck in our minds.

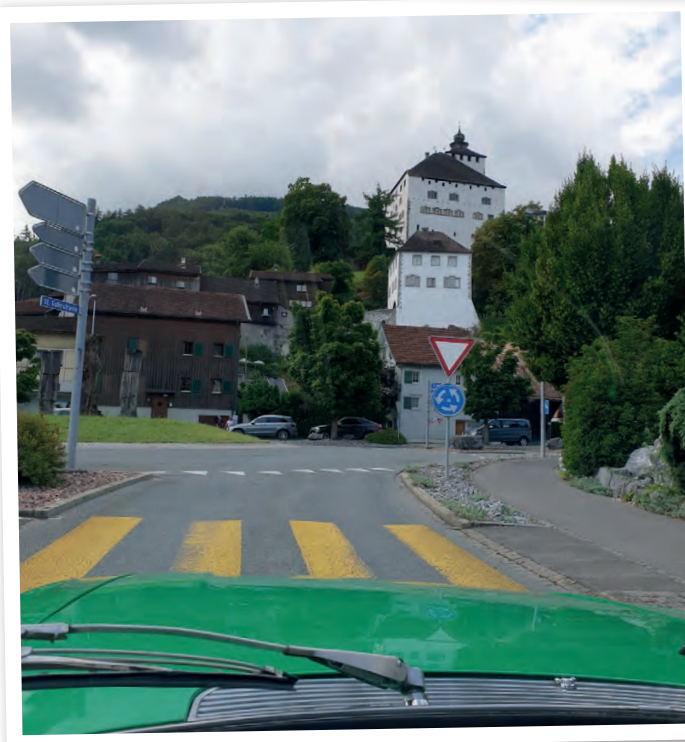
Saint Gallen looked like many European sizeable cities – grey or dark brown and in my book boring architecture.

But perhaps we did not really drive through the centre to be able to give the place its proper due. As we headed out towards Teufen for our next night’s stop, the density of buildings reduced to more modest suburban densities which in turn were overlooked by bright green lush countryside. The trams operating within St Gallen ran out to Teufen. We found our hotel immediately adjoining the tramway. Both of us enjoyed a most comfortable night’s sleep, with a bath as opposed to the usual shower. What joy a bath can be after a long top-down drive in bright sunshine.

The second day of our tour, after a hearty breakfast in the Hotel Zur Linde in Teufen, was the start of true “Alpine” driving steadily gaining height. We got lost round Appenzell because of major roadworks and total lack of signage. Unusual for Switzerland. Once on the right road, we crossed the Schwalgalp, good lessons for the mountain passes to come. Because of the snow and rain in the winter and spring months, the grass is a radiant rich dark green till you reach the tree line. We continued down to Buchs crossing into Lichtenstein.

Lichtenstein was disappointingly modern with rectangular boxes for office blocks for all the banks. The signage out did its best to put you back onto the motorway. But it is the old roads that are of interest for the “Grand Tour”. We encountered an old boy coming from the opposite direction with a beautiful old 1960s grey Opel Kadett. We exchanged waves of appreciation.





And it was on the old road we came upon what we think was the principality's residence of the prince. Modest by any standard. The road led out and upwards to the fort of St Luzisteig and the roadside Brasserie Landgasthof St. Luzisteig. There had been some fighting around here in Switzerland's early history and the "Cazerne" is still a military base. Stopping with hunger pangs that needed to be attended to, we enjoyed a flammkuchen and Gemischsalat.

We noticed that behind the Brasserie was an old Chapel. Apparently from the Middle Ages it showed the remains of murals depicting the final judgement day as in "l'Hospital de Dieux" at Beaune in France. Simple but moving, nonetheless. If we had had time (on hindsight we probably did) we would also have looked at the small military museum opposite our Brasserie. But we were unsure of the time it can take, despite the App that goes with the Swiss Grand Tour.

We then drove onto towards Davos on some beautiful meandering roads which were just as suited to bikers as to a Triumph Stag. I loved the steady burble of the V8 as we drove along at 45/50 mph. Again, we were struck by the rich green of the fields and hills lapping down to either side of the road. By now the hills are steeper and sheep and cattle are grazing almost at the edge of the road. My wife appreciated the cacophony of the bells on the cows in particular. That is outside my sound frequency being partially deaf. This road gains more and more height and before you know it you start crossing passes.

The turning for the Fluela Pass came immediately before hitting Davos town centre having first crossed the Wolfgangpass (1,631 metres). It was the weekend (22nd July) so there were plenty of bikers and others "doing the passes" as well as a few other classic cars. Their drivers waved enthusiastically as they came down the pass as we headed up. An early Alfa Romeo Giulietta sticks in mind bristling with GoPro action cameras and its driver waiving enthusiastically at a fellow classic car owner.

Reaching the top of the Fluela pass revealed a terrain of bare rock interspersed with grass and mountain flora and fauna. The flowers were of more interest to my wife, and she walked away from the car parked up to find and take photos of anything unusual. We were now wrapped up because of the cold at 2,383 metres. There was still snow lying around the odd patch. It was quite a contrast to the temperature down in Davos nicely cooking in some 25 C. The Stag got many admiring comments, with one or two young taking selfies with the car in the background.

Our descent off the pass to Susch did have us worried for a while. There was a constant strong smell of metal on metal friction burning. I had checked to see if we had plenty of "meat" on the disk pads before leaving home and even had a spare set of discs in the boot. Important in an automatic, not that we generally brake hard. The smell like an old forge got stronger and stronger as we carefully slowed for each bend, noticing some of the younger drivers accelerating hard out of each bend then enthusiastically braking to take the next bend.

We ended up queueing about 1.5 km down towards the very bottom of the pass due to road works on the road to Zernez, which the road from the pass has to join. The smell that had worried me turned out to be from a couple of Italian registered Alfa Romeos a few cars in front. They had been driven in truly competitive Italian style by their young amateur rally drivers! We on the other hand took the opportunity to enjoy the scenery as we slowly moved down the end of the pass and join the main road.

Nigel Griffiths

To be continued...



WELCOME NEW MEMBERS

Mr. J.Flowerdew	Norfolk	Mr. I.Watkiss	Shropshire	Mr. G.Matthews	Hampshire
Mr. M.Botton	Essex	Mr. R.Rolfe	Kent	Mr. D.Hewitson	Essex
Mr. P.Heighton	West Sussex	Mr. A.Whitehead	Derbyshire	Mr. G.Rostron	London
Mr. K.Mccarthy	London	Mr. D.Davidson	Norfolk	Mr. S.Jones	Shropshire
Mr. G.Stevens	Middlesex	Mr. A.Greenhalgh	Lancashire	Mr. J.Fairclough	Aberdeenshire
Mr. M.Slade	Essex	Mr. I.Barker	Lancashire	Mr. I.Clark	Berkshire
Mr. A.Paton	East Ayrshire	Mr. G.Harrington	Kent	Mr. D.Rossiter	Guernsey
Mr. C.Christou	Cumbria	Mr. S.Dance	Oxfordshire		

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22-24 AUG 2025

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OUR CLUB'S EXCLUSIVE DISPLAY PACKAGE CODE IS: **25CCD033**

The Silverstone Festival is a weekend-long event that takes place at the Silverstone Circuit in Northamptonshire, England. The festival features historic motorsport, live music, and a fan zone. Other attractions at the Silverstone Festival include:

- **Track action** Qualifying on Friday, and races on Saturday and Sunday
- **Open paddock** Meet the drivers and race preparers
- **Fan zone** F1 team show cars, race simulators, Market stalls, Food Stalls, Fairground rides and more
- **Silverstone Museum** Free entry lots to see and do worth a visit

The 2025 Silverstone Festival evening music lineup includes:

Friday **Natasha Bedingfield** • Saturday **Craig David presents TS5** • Sunday **Ministry of Sound Classical**

Wanted: Enthusiastic FortySomethings (or maybe ThirtySomethings or even BabySomethings)

A few years ago I achieved the landmark of passing the age of pension receipt. I deliberately use that phrase rather than 'retirement' as I have not 'retired'. I no longer get up in the morning and think of 'going to work' but, as a consultant, I have not stopped working, it is just that nobody wants my consultancy any more so I do not work – but I have not consciously retired.

Having said that, I am now doing more work than I seem to have done when I was 'working', it is just that I can now do what I want to do and not what other people want me to do. Does that induce a state of bliss? Actually, no it doesn't because I now spend more time thinking about my own mortality and what is going to happen when I am no longer here to keep the garden and the house in order and, more particularly, who the hell is going to look after my cars? Indeed, who is going to want to restore the ones that I don't get round to?

Hopefully, I am still a long way from needing to answer to that question and I do have an enthusiastic daughter and son, but will they want the responsibility when they are sixty themselves?

These musings are probably of almost no use to the rest of you but 'succession' is important – it is, after all, why we make a will and don't just let the government take everything away (although they are making good inroads into being able to legally do so!).

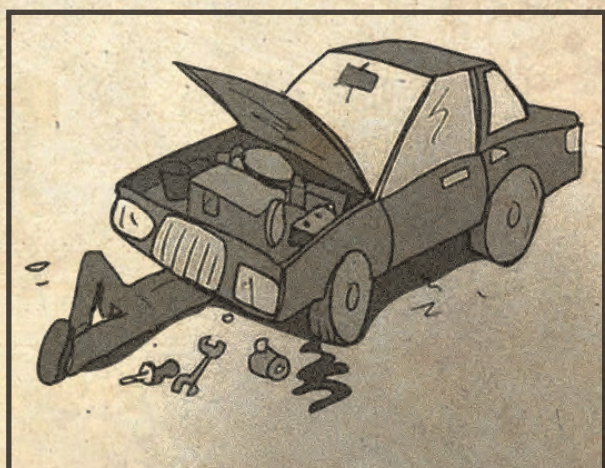
However, one of our members is currently addressing his own situation and has come to the conclusion that he wants his Stag to go to a 'good owner', someone who is young enough to be able to take its history forward in a positive way. Someone, or 'someones', if that someone comes with a family, who will 'cherish, love and obey' for a serious chunk of its future.

I have therefore been asked to see if there is anyone in the younger faction of the Club who sees themselves as the long term owner of a very nice white Stag.

Built in 1975 and owned for the last 48 years by our member, it is hoped that the next owner will be willing and able to learn about the car through practical experience so access to a good garage or workshop facility is required, perhaps with a qualified relative or friend to provide assistance and advice. The price is negotiable but is also dependent on an application by the right person – so no dealers please.

If you think that you are the right person, please contact me in the first instance through registrar@stag.org.uk

As for the rest of you, this may set you thinking. Does your car just represent a chunk of money or is it something to be considered as a piece of history and should we have a say in its history after our own purposes have been satisfied? Should we try to guide it forward as our member above is trying to do? Should the Club provide active assistance with preserving and continuing individual histories? What do you think?



Peter Robinson

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THE CYLINDER HEADS

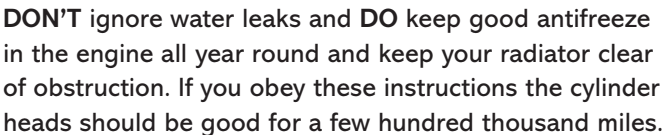
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DON'T ignore water leaks and **DO** keep good antifreeze in the engine all year round and keep your radiator clear of obstruction. If you obey these instructions the cylinder heads should be good for a few hundred thousand miles.

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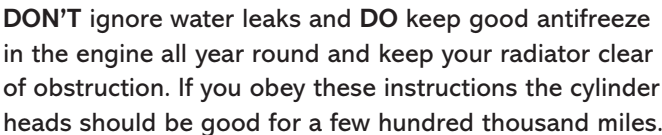
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Note that the heads were diecast and not sand cast so they would not have suffered from casting sand being left in – that was the blocks as described in January's article.

All production heads were cast in LM25 and were heat treated to a specific process – which is what the LM25WP indicates, this being cast into the side of each head. Prototype and some truly pre-production heads were cast in other alloys – I know of LM4 and LM6 being used at different times.



A prototype cylinder head showing that it has the same casting number as the early production heads but was cast in LM4 not LM25.

Contrary to what some have said, the production castings were not in a poor quality alloy in order to save money. LM25WP is used for Jaguar V12 heads, for Lotus 900 series heads and for many Cosworth racing engine heads. Don't allow anyone to knock the material quality.

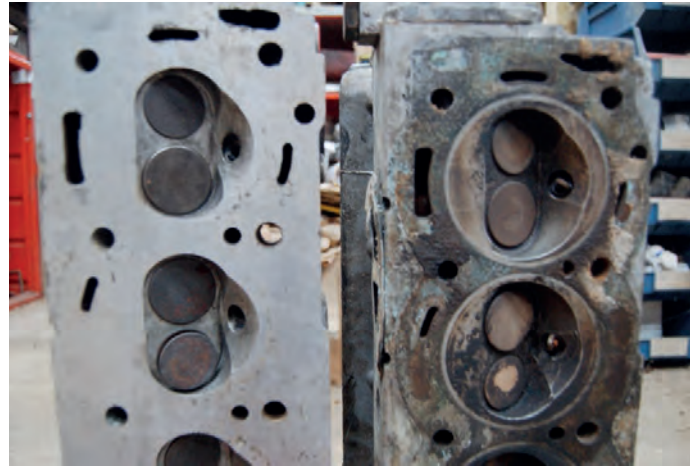
So... what are the differences ?

Two different head designs were used on Stag. These can be easily separated by saying that the change was at engine number LF (or LE) 20001 i.e. for the 1973 model year, the point at which the so called Mk2 engine changes were made.

- The part numbers prior to 1973 were 213557 (RH) and 213556 (LH)
- The part numbers for and after 1973 were 218066 (RH) and 219065 (LH)

The difference between the two head designs is that the combustion chamber was altered for the 1973 model year to suit domed pistons (see the article in the March magazine). This was to introduce a better fuel burn within the cylinder, and perhaps better scavenging of the exhaust gasses, but necessitated the combustion chambers in the head to be slightly altered within the head to stop the pistons colliding with the head. For this reason it has always been the perceived wisdom that it is not advised to use domed pistons with the earlier cylinder head.

Yesterday I spent an afternoon trying to find out the actual differences between the two combustion chambers and I must admit that it is not easy.



Can you tell the difference ? I bet you can't even tell which head is the mk1 and which is the mk2. The later head is the dirty one. All I can see is that the machined 'flat' around the spark plug entry point is a slightly different shape and that there is therefore more room to the right of the exhaust valve. Is this enough to stop the dome hitting the head ?

How do I Tell the Difference ?

Apart from looking at the pictures above, all heads have numbers cast into them and, luckily, these can be used to tell the difference.

The earlier heads have the numbers 307872 (LH) and 307873 (RH) cast into them whereas the late heads have numbers 88313210 (LH) and 88313211 (RH) cast into them.



A Mk1 LH cylinder head. The characters cast into the head along the central land are 'Stanpart', '307872', 'V3143' and 'LM25 WP'.



A Mk2 LH cylinder head. The characters cast into the head along the central land are 'Stanpart', '88313210', 'V3293' and 'LM25 WP'.

A bit of background may help here as the 88 prefix was originally specified to determine between Triumph and Rover parts because, when they merged in 1967 the Triumph and Rover references contained numbers which were the same – as you would expect from any complex numbering systems. It was therefore decided to give all future Triumph drawings the prefix 88 and all future Rover drawings another prefix (if anyone knows what it was, please let me know). Hence you will see the 88 prefix on a number of castings and components made for your Stag (and other Triumph models).

One question which needs to be asked here is 'To what do these casting numbers refer' ? Are they the drawing numbers used in the Triumph drawing office or are they pattern numbers used by the foundry ? You will have seen an '88' on the block casting photographed for the February article and you will see it again on a number of other castings if you take a good hard look round your Stag (check out the bellhousing or the gearbox casing for instance). If anyone can assist with nailing this down, please let me know (contact details in the front of the magazine).

An Exception

When looking at the casting numbers, beware of a simple trap which you may fall into as it is simple to just look to see if the casting number has 6 or 8 numbers to determine whether it is early or late, however, I am aware that there are a few early cylinder heads which have had the 88 prefix added to the earlier number so if you come across 88307872 or 88307873, then these are still the first design of casting i.e. from a pre 1973 engine.

The V number

Apart from the casting numbers described above, each head casting has a 'V number' – as do other cast components. I cannot think of anything which this can refer to (what the hell does 'V' stand for ?) but they are there so I will tell you about them.

All early (pre-1973) cylinder heads have the numbers V3142 (RH) or V3143 (LH) cast into them under the number referred to above and all later (1973 onwards) cylinder heads have the numbers V3293 (LH) or V3294 (RH) cast into them. That is a fact and can be used to determine whether a cylinder head is an early one or a late one. Why it is a fact escapes me but if anyone can help, drop me a line.

Core Plugs

There are five core plugs in each cylinder head. Two larger ones (approx 32mm dia.) on the inlet manifold side and one large one and two smaller ones (approx 28.5mm dia.) on the exhaust side.

I would not mention these normally as they are the same for all UK Stags but I note that the smaller ones have an alternate fitting for the emission control heads (i.e. the heads on Federal market Stags). I have no idea why emission control heads should have different core plugs as the 'as cast' heads should be the same. Can anyone tell me the difference or explain why there is a difference.



The five core plugs in the heads, three on the exhaust side and two on the inlet manifold side.

The Camshafts (and Shims)

All camshafts fitted to Stag heads have the same, part no. 215381 (LH) and 215382 (RH), as do the pallets, valve springs and all the small items which make up the valve train. However, the exhaust and inlet valves are of different sizes and have different part numbers (148093 inlet and 145662 exhaust) and there are a number of different shims available. These fit under each pallet, and on top of the valve stem underneath, and have the job of ensuring that the valve gaps can be correctly adjusted.



Valves, springs, collars, collets, shims and pallets as they come out of the engine. The inlet valve is the slightly larger one on the left, the shim being stuck to the inside of the pallet.

Shims were originally available with 25 different thicknesses of between 0.090 in and .114 in (90 thou to 114 thou in proper dimensions) , each with its own part number (148195 to 148219).

According to the James Taylor book *Original Triumph Stag*, there were problems with early valve springs and springs made by George Salter of West Bromwich were introduced after engine LF 1840 (LE 967 in the USA). These were apparently identified by a green stripe down the coil. According to the book, after engine LF 2312 (LE 1217 in the USA), these were supplemented by springs from The Tempered Spring Co. of Sheffield, presumably without the green stripe – but with the same part number as they were interchangeable..

What you may find difficult to believe is that George Salter were the same company that manufactures those kitchen scales your mum and her mum used to weigh out the sultanas and currants for the Christmas cake every December.



Not a bad predecessor to Stag – apparently both the Stag and Spitfire used Salter's Valve Springs.

A Warning

One thing that you should remember about the camshaft is that the five cam bearings in each head are just plain bearings within the alloy head. When being originally machined the bearing caps are bolted up and the bearings are line bored to ensure that the bearings are in an exact line. This means that the bearing caps, which are each numbered from 1-5, are specific to the position they have in the head. They should not be changed and they should not be used on another head as the alignment will almost certainly not be correct. If different caps are to be used, it is possible to rebore to a slightly larger dimension and to use separate bearings to bring the dimension back to the correct one. This should not be undertaken lightly and you should seek professional advice before considering this option.

Head Gaskets

Although the situation is now different as aftermarket head gaskets are all that are available, there were two different head gaskets used during production. The change point, as it was for the heads themselves, was at the 1973 model year i.e. engine no. LF or LE 20001).

- The early part number was 214705 and this, according to the *Original Triumph Stag* book was 0.40 in (1mm) thick with a copper bridge piece between the centre pair of cylinders.
- The later part number was 218981 and this, according to the book, was 0.55mm (1.4mm) thick with a steel bridge piece and six water transfer slots added next to the centre pair of cylinders.
- The aftermarket Stanpart number for a Stag head gasket was GEG 3305 but I cannot tell you how this compares to the two production gaskets.

The Cam Covers

These were obviously handed, the original part numbers being 214700 (LH) and 216921 (RH). The RH cover carried an oil filler aperture pressed out for an oil filler cap (part no. 616924) with three 'ears' to secure it in place. For the 1972 model year (engine nos. LF or LE 10001 onwards) the aperture was pressed out for a two 'eared' filler cap (part no. 157652) and the cam cover became part no. 218066.



A '3-ear' filler cap from an early engine (LF 17). The finish of the cap is chrome whereas later caps were passivated.

Although the cam covers should have been pressed with the 'Triumph' identification read from the outside of the car, there are some batches of cam cover where the 'Triumph' has been stamped upside down. It has been previously claimed that this was an early error or that the tooling for both sides was not available so they were all stamped the same way round for a while but the real cause of this was that the cam covers were separately stamped using a special jig to hold the covers in place.



'Triumph' is the same on both cam covers but the top one is upside down as it should be readable from the nearside of the car. It was put in the jig back to front when it was stamped.

I understand (thank you Robsport) that it was possible to put the cam covers in the jig backwards and that they were then stamped upside down. This occurred to each side cam cover at different times and, rather than be scrapped, they were utilised in production. You will therefore find this on a small number of cam covers throughout the production life of the car.

To complete this section I would just tell you that the cam covers have a cork gasket which seals to the cylinder head and two half circular rubber 'plugs'. Despite what others say, these seem to have stayed the same during the production run of the car (part nos 213316 and 144488).

So, there we are, I am not an engine reconditioner and have not overhauled lots of engines but I hope that I have given you some insight as to which parts were originally fitted to your car. There are, however, a number of unknowns so if you know the answer to the questions raised in the article, please do not hesitate to drop me a line at registrar@stag.org.uk

Next month I'll take a look at the front and back of the engine – the fan at the front through to the block extensions at the back – as well as the sump underneath.

Peter Robinson

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STAG MAINTENANCE

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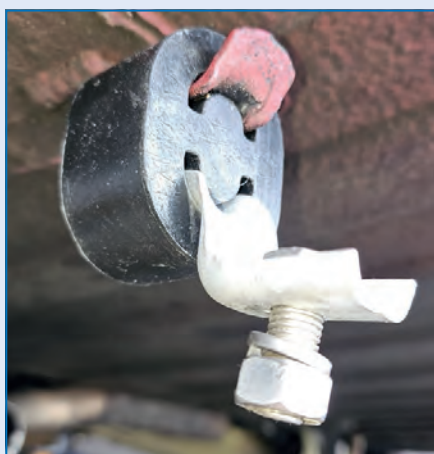
With suitable enthusiasm and equipment, much maintenance may be undertaken at home, including an entire Stag back end dismantle and removal. Usefully documented on our Forum, the method is well established.

A serious rear wheel splay, caused by oval holes in the subframe arms, and a desire to change from a 4:1 differential to 3.7:1 (in a manual with overdrive) required rear subframe and drive component removal and refurbishment or replacement. With the rear exhaust system dismantled came the opportunity to redesign the tail pipe support to ease future dismantle and reassemble:

Remove standard tailpipe supports and replace with bolted on standard hangers of the type supplied to weld to underside of boot floor, as in photos.

All accomplished in a single garage and back garden with the end result of vertical rear wheels, much improved driveability and handling, and simpler removal of the exhaust system. Which is just as well, for the replacement differential has a whine...

*Labour and photos by John Ford,
words by Rupert Klaiber*



SOCTFL NEWS UPDATE

PROJECT CASE STUDY: DOOR HANDLE BOWLS



This article seeks to provide an insight to the work involved in the development of an idea through to a part on sale. SOCTFL's remit is to work with others (manufactures, distributors, etc) to support the costs of tooling for parts that are either no longer available or very difficult find. The objective being to keep Stags 'on the road' instead of in the scrap yard.

So let's see just how much effort is involved and some of the problems encountered along the way.

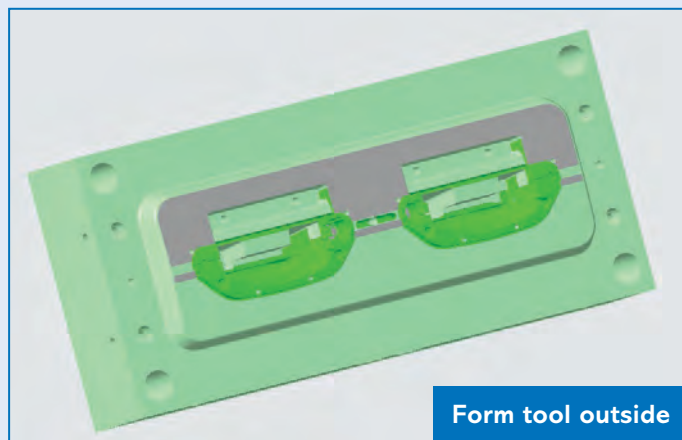
The product chosen for this case study is the chromed plastic door handle bowls. A suggestion that was first considered around 2010. However, it was found that the cost of producing the bowls using materials available at that time would mean that they would be more expensive than members were prepared to pay.

As time went by the introduction of new types of plastic that could be chrome plated became available it was decided to investigate the possibility of producing bowls in plastic.

Some initial CAD (Computer Added Design) work was undertaken by Julian Buckler to assist with determining the viability in terms costs to design and produce the tooling and to estimate the cost to the consumers.

Mike Fisher also researched companies who were able to make the parts and finally found a manufacture who make them using injection moulding and were able to chrome plate them. Prototypes were machined from solid blocks of plastic to prove the suitability and strength of the chosen material.

As it was decided that SOCTFL would retain ownership of the tooling and all the requirements for this approach were made.



Form tool outside

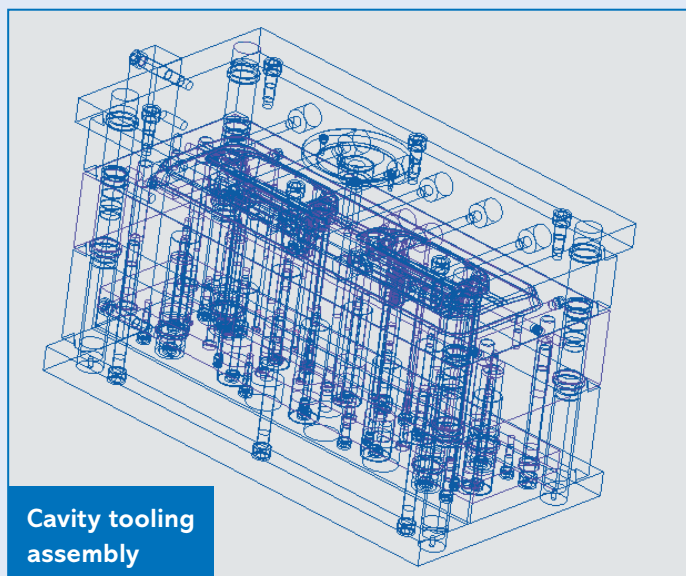
Russell, now project manager set about finding a distributor willing to hold stock and provide a discount for SOC members. A final agreement was reached with E J Ward where SOC members can receive a 25%.

Now the days of sitting at a drawing board with ink pens and set squares have long gone. Something I did a lot of in '1900 and frozen to death'. Now days manufactures need a CAD developed 3 dimensional model of the part. They can use this to determine production cost by calculating material volume and surface areas.

Accurate measurements of the part are taken using vernier calliper, micrometer, and height gauge.

Having decided what three locations will form the XYZ datums for the part and construct some 2D and 3D curves that represent the major shapes of the part. This is just the start of producing a CAD design there is so much more to do.

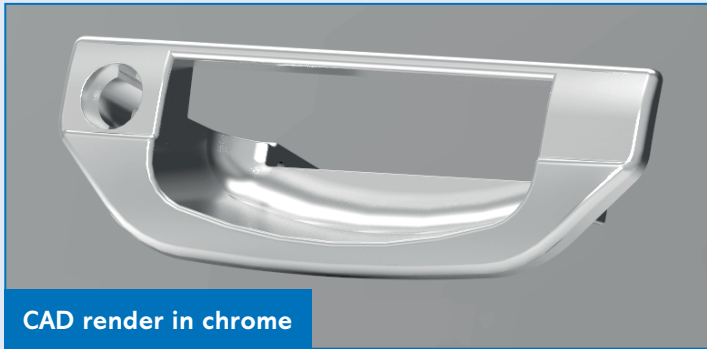
To give you an idea of the hours and hours of work required it is worth knowing that there are about 180 CAD features to the model iterated from issues A to N. To have this work undertaken by an outside company can cost many, many thousands of pounds. SOCTFL is fortunate that Julian Buckler is a professional CAD designer who voluntarily undertakes this work in hi spare time. The photos illustrate both to complexity and the expertise required in producing the CAD files.



Cavity tooling assembly



Rear view



CAD render in chrome

Along the way problems do occur that cause delays such as manufacturers being slow to communicate, unexpected production problems that need to be resolved, delays in delivery caused by world events, and even one case of a fire at a manufactures.

To date over 500 sets have been sold making this a very successful project and one that the SOCTFL team can be rightly proud.

It would be remiss not to include heart felt thanks to all the SOCTFL team who work so hard to bring projects to fruition in their own time and free of charge to the club.

I hope that this albeit brief insight into the work that goes into each and every SOCTFL project is both interesting and informative.

*Noel Sargent, with input from
Russell Lewis and Julian Buckler*

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MYR 431P 'MYRTLE'

THE RESTORATION OF LOVE CONTINUES

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

Bonnet & Lock

The car arrived back with the bonnet attached, but no locking mechanism. During its time away, I had cleaned, painted and greased all the relevant parts. A new bonnet release cable had been purchased and was fitted together with the bonnet lock (ROM 76.16.21 & .29). The paint shop had lined up the bonnet, so everything fitted perfectly, but it was still a bit of a heart-in-mouth moment when I first tried the bonnet lock, in case it wouldn't open again! But everything was fine, so it was on to the bonnet itself. The newly painted bonnet stay was fitted, held in with new clevis and split pins, allowing me to work with the bonnet open (ROM 76.16.14).

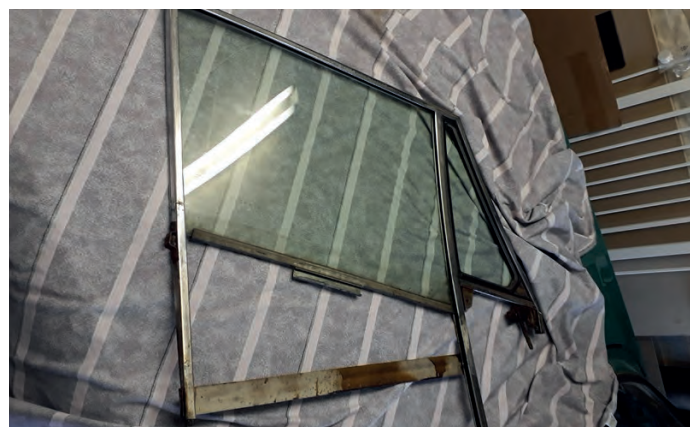
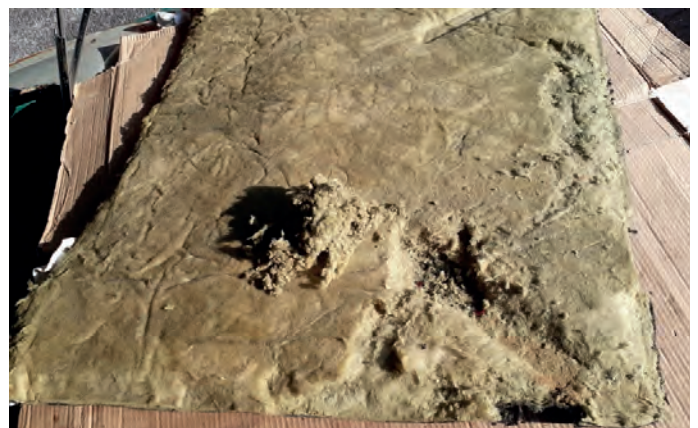
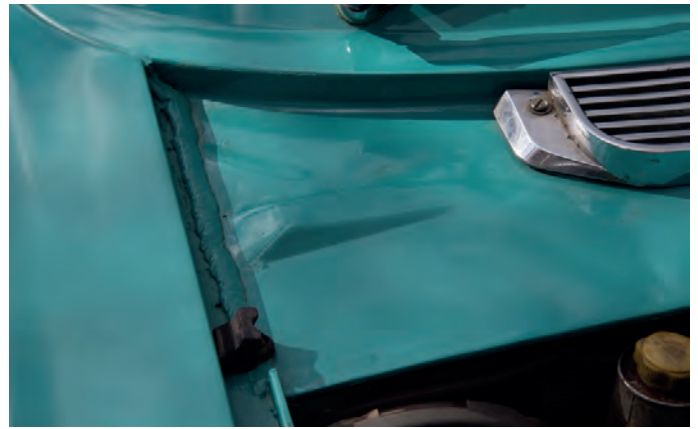
A new insulation pad had been purchased and this was fitted and held in place by the newly powder coated retaining bar riveted to the bonnet (ROM 76.16.06).

Next were the two rubber bonnet buffers, one each side, that screwed back into the previous holes. All that was left then was to glue (AF178 again) the rear bonnet seal to the underside of the bonnet (where the bonnet met the bulkhead). This was where my photos were useful, enabling me to line it up properly before pressing the seal firmly home.

Doors, Windows, ¼ Lights & Locks

(ROM 76.31.01, 76.31.28, 76.31.37) The car went down to the paint shop with the door locks and internal handles fitted, to ensure that the doors remained shut during transit. Everything was lined up by the paint shop after they had painted the inner and outer faces and the internals of the doors. They also fitted the outer door handles and the door seals, leaving an excess at the ends for me to trim once the window frames were installed. The chrome inner and outer door handles had been cleaned with Autosol before the car went to the paint shop, so only needed a light buffing to bring them back to shiny.

When I took the window frames out, I noticed where the frame caught on the door and so had made tiny enlargements to the gap, to enable the frame to slide back in easily. When I looked at the frames, one had a sheared rivet that required drilling out and re-riveting. Otherwise, they weren't in too bad a shape really. There was some surface rust around the ¼ light controls but nothing too much. I cleaned and polished both frames and replaced



the window channel felts. There were several brackets that held the frame to the door. These were also cleaned and then painted in black POR15 paint. The glass was removed, checked and cleaned before being replaced.

The ¼ light glass was removed and cleaned and the glass seal examined and found to be in reasonable condition. Unfortunately, the same could not be said for one of the ¼ light control knobs which had snapped in two. There was no way of saving it, so a second hand one had to be acquired.

Refitting of the window frames had to be thought through before I started. One slip and there would be a lovely scratch down my newly painted door skin! I started by attaching protective 5mm foam across the top of the external door skin, right up to the window frame gap, held on my masking tape. I applied a light grease to the inside of the frame gap, where the three legs of the frame would be seated, to aid insertion.

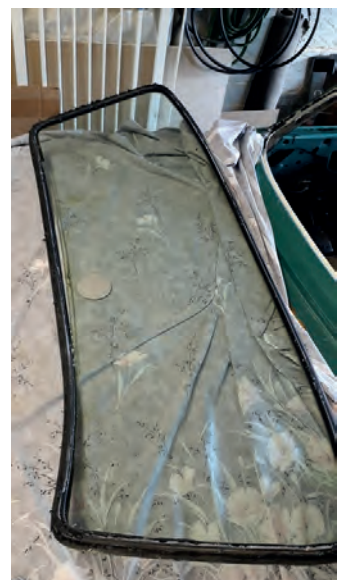
The windows were free to move, so were held in the closed position by two long cable ties on each window. The connections for the cable ties had to be positioned one above the top of the window frame and one underneath the bottom of the glass. That way, they didn't impede the frame as it was inserted. Once in and all brackets bolted up, the cable ties were cut and removed, allowing the glass to be lowered gently down to rest on the rubber buffer screwed into the door floor.

All that remained then was to reattach the inner felt strips and the outer chrome waist mouldings. First, I needed to fit clips to the inside of the door/skin to hold the strip/moulding. The manual stated that they had to be positioned with a specialist tool. I tried doing it without but, after having picked numerous clips out from inside the door, I finally succumbed and bought the tool. Then the job took mere minutes! The strips & mouldings were then pushed into place in the clips.

Windscreen

(ROM 76.81.01) As stated earlier, the windscreen was not in a good condition so needed to be replaced, along with the windscreen rubber (which was cut out when the windscreen was removed). The exposed windscreen aperture didn't require any repair work, so was cleaned and painted by the paint shop.

I bought a new windscreen and rubber from Rimmers and spent quite a while attempting to fit the new rubber onto the windscreen but to no avail. The paint shop was able to recommend a windscreen guy who also happened to be an ex-Stag owner! He attended and informed me that what I had was not a Stag windscreen! Luckily, he had one in his office so returned the next day and fitted it. I checked my order, which seemed to be correct. Baffled, I contacted Rimmers, quoting the model number stamped on the windscreen, to be told that they had sent a GT6 windscreen in error! It was their error, so they refunded my costs and stated that they didn't want the windscreen back, so I was able to sell it to help offset some of the cost of the windscreen guy.



The chrome windscreen mouldings had come off easily, so had been cleaned and polished before being replaced carefully back onto the windscreen rubber, with the two cover clips sliding over the joins of the two mouldings. They were incredibly delicate and could have been easily bent and damaged, so extreme care had to be used.

Tonneau Cover

(ROM 76.61.14) The tonneau cover (the panel covering the soft top stowage) had been replaced in the past and the internal colour did not match the rest of the car, so I was looking forward to having that rectified. The tonneau cover shared a hinge with the boot lid and was held on to the hinge by two bolts on each side. There was a locking mechanism on each side, activated by a lever positioned on the inside of the B-post, behind the passenger seat, with cables running across the back of the stowage area. This locking mechanism also released the central lock, used for locking down the soft/hard top.

The top of the tonneau cover was covered in black vinyl, over foam, and the outer edge finished with chrome edging. The outer chrome edging was comprised of two individual chrome pieces, a lower and upper. There was also an inner chrome strip which ran the entire inner edge and was very fragile (i.e. very easy to bend and damage). Finally, there were two end chrome pieces which were held onto the ends of the tonneau cover by two rivets. (ROM 76.61.16)

It was easier to leave the tonneau cover attached to the body whilst I worked on it. First to be removed were the two upper outer chrome pieces, one on each side running from the B-post to the centre lock. They were pressed onto round moulding clips riveted onto the lower chrome pieces (which then also held the lower pieces onto the tonneau) and were gently pulled off with relative ease, taking care not to bend the upper chrome pieces. The chrome had had a few knocks in the past but was in a decent enough condition. The three lower outer chrome pieces were then removed by carefully cutting through the rivets with a thin, sharp chisel. Once removed, the rivets were then drilled out. There were some signs of light surface rust on the underside, but Autosol and some elbow grease soon dealt with that. The inner chrome piece was simply pushed on to the tonneau cover. Once removed and cleaned, the chrome pieces were put to one side.

I then turned my attention to the vinyl cover. This was glued on so was relatively easy to just pull off, after I had taken photos of how it was fitted to the cover. The foam underneath, however, was a different matter! Also glued on, it showed its age by coming off in tiny pieces, necessitating using WD40 to soften the glue first before removing it with a scraper. The foam was finally removed and the tonneau cover removed from the car. The central locking mechanism was removed, together with the two locking arms on either side. The locking cable (ROM 76.16.20/21) was found to be in a poor state, so a new one was purchased along with the clips that held it in place. The last piece to be removed was the tonneau seal



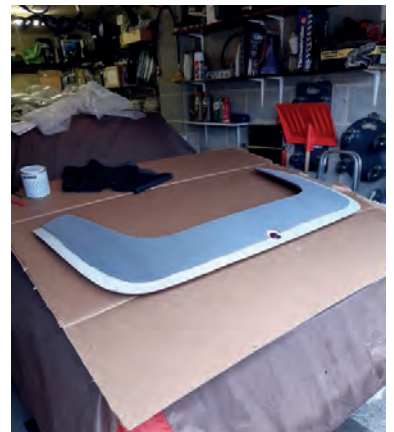
that fitted into a gully underneath the outer edge of the tonneau. This was also tired and was replaced.

The now bare tonneau cover escorted the car to the paint shop and was returned with a beautiful magenta underneath and a matt white top (to enable the glue to attach). I had decided on black leather for the car's trim, which included the tonneau cover, but first on was the new foam. This was laid on the top of the cover and marked where it needed to fit, before being carefully cut to shape.

When I was happy with the fit, I applied Alpha AF178 contact adhesive to the foam before carefully pressing it home. Because it was such a large piece, I found it easier to prepare half of the foam and then I could check that the other half was still positioned correctly before I glued the piece down. The same procedure was then carried out on the remaining half. The leather cover followed suit, checking with previous photos to ensure the cover fitted over the ends of the tonneau correctly on all sides. Once happy, this was then glued into place.

Turning the tonneau over, the holes for the rivets were then punched through the leather cover. It was important to note that the inner chrome piece had to be positioned first, then the small end pieces were riveted on followed by the lower outer chrome (using moulding cup rivets) and finally the upper outer chrome was pushed onto the moulding clips.

The two locking arms were then replaced on the ends of the tonneau, along with the central lock (which was attached to the underside of the tonneau). The lock release handle was attached with the new release cable being held in by new clips, set around the stowage compartment, and adjusted to ensure the release handle functioned correctly. The last part to be fitted was the new tonneau seal. All that was left then was to check the alignment of the tonneau, adjusting the fit on the hinges as necessary, and then checking that the locking mechanisms were also aligned.



T-Bar

(ROM 76.10.44) The T-bar was an integral part of the body structure, adding strength as there was no roof. It was important, therefore, that it was removed from the car for as little time as possible. To dismantle the T-bar, the first things to come off were the rubber sun visor clips, one on each side. Each clip was comprised of two parts – a clip that the visor fitted into and an angled piece which enabled the clip to fit to the T-bar and remain level. The sun visors were also removed, just to get them out of the way. Likewise, the rear view mirror (attached to the windscreen surround) was also removed.

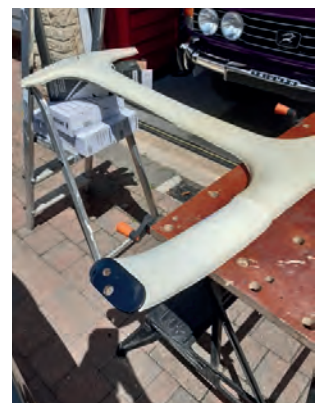
Next to come off was the windscreen capping, the chrome plate that fitted the entire length of the top of the windscreen. This was held on with 9 screws and sealant. Once removed, the leading edge of the T-bar was exposed. This was screwed to the top of the car by 4 large screws along the top and one underneath. The two screws holding the arms onto the B-posts were removed enabling the T-bar to be lifted, exposing the central lamp wiring on the driver's side (the car was a Mk 2).

The B-post trim had already been removed, making it easy to find the connection for the central lamp and separate the wires, thereby allowing the T-bar to be fully removed. At the end of each B-post arm, on the T-bar, was a small metal plate. These were glued on and pulled off quite easily. They were, however, quite thin and could be easily bent. These plates were 'sided' as the driver's side had two holes, the extra one allowed the central lamp wiring to pass through from the B-post.

These plates were cleaned up and painted with black POR15 paint, ready to be re-attached. Turning the T-bar over, the central lamp cover and lamp were removed and examined. The chrome cover, which held the lamp to the T-bar, was not too bad, but the lamp itself was badly stained and cracked, so a new one was purchased.

Photos were taken of how the leather cover folded around the T-bar front and was glued inside. There was a zip running from one side of the T-bar front, down the T-bar and along one leg. The zip did not have a pull but, once pulled apart, it was quite easy to open and remove the vinyl cover. There were signs of surface rust on the T-bar itself, but the internal foams looked to be in good condition. How wrong was I! Underneath the outer foam was a secondary foam which, quite literally, fell apart when I tried to remove it! The T-bar, now fully stripped, was cleaned of any remaining bits of foam with WD40 and a light sandpaper before being attached to the car again, to maintain integrity.

When the car was returned, the T-bar had been stripped of any rust and painted in a protective white paint. I made the decision to re-foam and recover the T-bar myself and carried out the operations as for the dismantling but in reverse, but I was not happy with my efforts so instead entrusted it to a specialist. With new foams and a new black leather cover, it came back from the specialist in a beautiful condition – no creases, seam marks or dips. Very happy and well worth the extra cost. It's important to know your own limitations!



The renovated end pieces were glued on (making sure that the correct sides were used). The hole for the central lamp was (carefully) cut and the screw holes identified. New wiring was then pushed through, from the driver's arm to the lamp. Before the new lamp was fitted, the wiring was checked, to save annoying issues later. New LED lights were fitted in the lamp and the unit attached to the T-bar.

The T-bar was then fitted back onto the car with new bolts, screws and washers. Finding the hole for the lower bolt wasn't too difficult, but the small screw holes for the sun visor clips were more challenging. Taking measurements from the old cover and checking the many photos that had been taken enabled the positioning to be ascertained. It was still a nervous moment when the leather cover was punctured. Thankfully, all that preparation and double, and triple, checking paid off and the rubber clips were screwed into position.

Boot

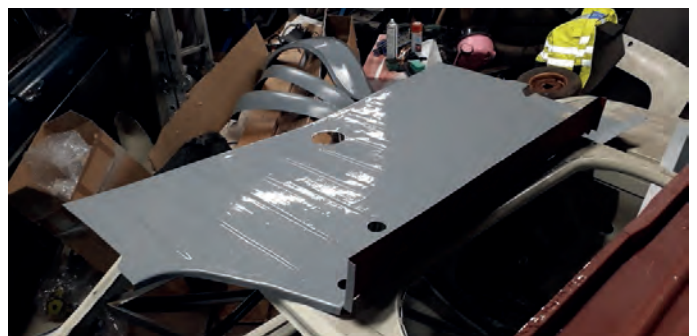
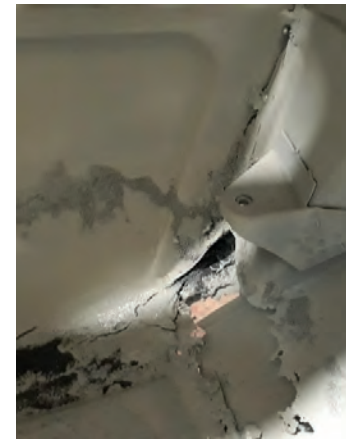
(ROM 76.19.01) The boot was a bit easier to deal with, mainly because the carpet was non-existent and the boards were on their last legs, meaning they all had to go! The boot lock and striker plate (ROM 76.19.11/12) was a little fiddly but came off and cleaned up nicely. What carpets there were, were put to one side in case they were needed as templates later.

The floor boards had got wet at some point in the past and were warped, making them unfit for purpose. There was an aerial on the rear near side wing, but that had also gone west. The chrome trim on the leading edge of the boot lid came off without any problem and was in good condition – a little Autosol brought it back to good as new. The boot lid seal was old, so that was renewed as well. The number plate lights were, again, easily removed, along with the boot interior light. The number plate lights were in very good condition, but the internal light cover needed replacing.

After the car arrived back with its shiny new coat, I started the rebuild of the boot by purchasing a spare wheel belt, as the car had never had one. The boot lid had been fitted by the repair shop, so fitted perfectly. Fitting the boot lock push button was a bit tricky as the catch mechanism at the back needed to be clipped into place and you only had a small space to work in.

The lock had been cleaned and greased and, once the striker plate was fitted and after thorough testing, the boot lid was lowered carefully down to check the two parts of the lock lined up and weren't going to shut permanently once pushed down! A new seal followed and then the new boot boards were fitted. The boards needed to be trimmed down a bit to ensure they went in and came out easily.

The electrics (aerial, number plate lamps, boot lamp) and internal/external trim (carpets, chrome boot lid edge) are dealt with under respective sections.



Ian Campbell

THE CLUB STAG ARCHIVE

The Triumph Story, Part 15 – The first TRs

For those new to this story, you may be wondering why I seem to have been referring to 'Standard' a lot in the last two or three episodes. So, perhaps a little explanation is in order.



Having been placed into receivership and sold three days before the start of WW2, what was left of the Triumph Motor Co. was sold to the Standard Motor Co. in 1945 so that the name could be attached to future Standard cars. However, this was not a 'badge engineering' project as we later saw from BMC and Rootes with different badges being put on slightly different variants of the same car as, throughout the forties and fifties, Standard produced totally different ranges of car, some badged 'Standard' and some badged 'Triumph' and all designed and developed by the same people and made in the same factories. Hence, the history of Standard and of Triumph after 1945 is the same history and therefore any Triumph history needs to refer to what was happening within the Standard Motor Co.

This month we will return firmly to Triumph territory and look at the development of the sports car range in the late forties and fifties.

Triumph TRX - Bullet

The Standard sports car offering immediately after the war was the Triumph Roadster but the Chairman, Sir John Black, was looking for more from his product and the design team was tasked with finding a truly modern replacement.

The only restriction on the design was that it should be based on the new Vanguard chassis with the 94" wheelbase

(which is 6" shorter than Stag and as things get shorter they get more difficult to style in a sleek modern design so the 94" was actually a definite restriction). Walter Belgrove (the ex-Triumph man) set about the new brief with enthusiasm and spent many hours on the detail but Sir John's decision not to let the Banner Lane experimental workshop make the relatively complicated aluminium bodies of the prototypes held up the project for a considerable time. Sir John had apparently owed a favour to Halliwells of Walsall and asked them to make the bodies and for them to be ready for the 1949 Motor Show.

These bodies were relatively complicated with some double skinning and some double curvature panels and were well within the capabilities of the Banner Lane staff but Halliwells treated the project with aircraft type precision and the project fell behind such that the part completed bodies had to be rescued from Walsall and finished at Banner Lane, which put the release date back by some months.



The first Bullet at Banner Lane. I believe that the badge over the front wheel arch says 'Triumph' but is it me or is that body a bit on the bulky side ?

Initially shown at the Paris Show in September 1950 and then at the Earls Court Show in October, the TRX featured the 2088cc Vanguard engine but with only 71hp on tap it was not much faster than the Vanguard itself. The features were impressive and almost futuristic being operated by complicated electric and hydraulic systems.

Pop-up headlights, powered seats, power hood, power operated body jacks, power windows, powered radio aerial and a semi-circular speedo were intended to appeal to the American market but the car was just too heavy to

be quick, the handling was far from 'sportscar like' and 'the Bullet' promised to be too expensive to build, even if anyone could be found to build it on a production scale.



The front view is stylistically heavy but the hidden headlamps are a masterpiece. The bonnet hinged from the side – either side actually, another odd idea.



Interior of one of the preserved Triumph Bullets. Rather modern for 1950. I wonder what all those knobs do ?

The obvious candidates in the UK turned the project down and although Belgrove was sent out to talk to both Touring and Pininfarina in Italy, nothing came of the talks. To add insult to injury, the electrical systems of the exhibited prototypes caught fire twice – once in front of Princess Margaret when she asked for a demonstration.

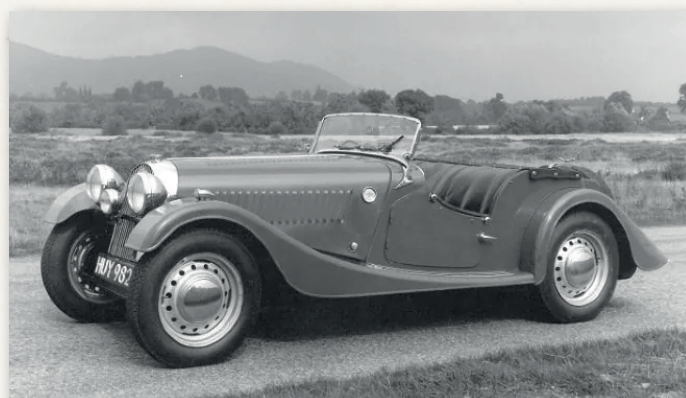
So, despite an encouraging level of orders being placed at the Earls Court Show, the project drifted away but within weeks Sir John had replaced it in the strategic targets of the company with an entirely different sports car brief.

The Morgan Connection

But before we look at the first TR we must take a quick look at another possible alternative.

During 1950, Morgan introduced the Plus 4 and powered it with the 2088cc wet liner engine from Standard. The contact with the Morgan organisation seemed to instigate the plan in Sir John's mind that to take over this sports car manufacturing company would give Standard another string to its bow and he proposed that a merger with Standard would enable many more Morgans to be made. The Morgan board considered this but in

December made the decision to remain independent – as they have done every time the possibility has arisen.



A 1950 Morgan Plus 4 with Standard 2088cc engine. This is one of the prototype Plus 4s. Could they have been manufactured as Triumph Plus 4s ?

Not much changed and Standard continued to supply engines to Morgan but it may well have made Sir John even more determined to have a best selling sports car in the company range.

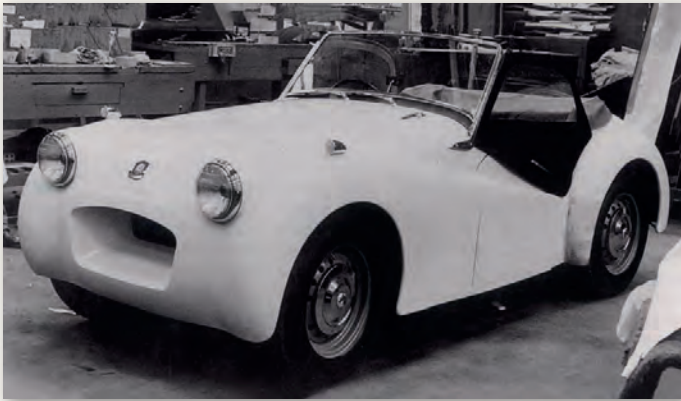
20TS – The First TR

It must have been galling to Sir John not to be able to immediately start on a replacement sports car but he had to wait until the design office had cleared the decks of all its current projects. Pencil was finally put to paper in March 1952, Sir John's brief being to produce a simple sports car design without spending any money on new tooling – the budget being set at £16,000 and the car was to sit in the market between the MG-TD and the Jaguar XJ120.

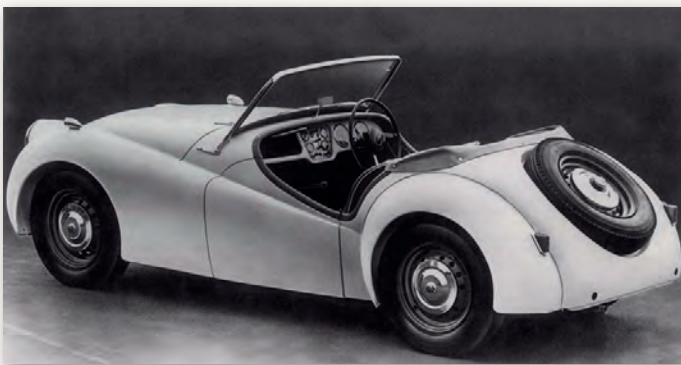
Harry Webster and his chassis team set about seeing what was available to use as £16,000 did not go very far, not even in 1952. They came up with a much modified Flying Nine chassis (as there were 500 spare units laying around with no future use) and grafted on the Mayflower independent suspension systems. The engine to be used was the Vanguard wet liner unit but with smaller bore liners and pistons to bring the swept volume down to 1991cc – which placed it in the 'under 2000cc race category. Twin SUs provided the carburation and the Vanguard gearbox, revised to provide four forward gears, was used. The engine design was overseen by David Eley.

Having laid this down, Walter Belgrove set about the body styling with John Turnbull acting as his draughtsman. If I am boring you with names, this one is relatively important as he was the brother of George Turnbull, Standard's production chief at the time and later General Manager of Standard-Triumph in the sixties and Managing Director of the Austin Morris Division of British Leyland from 1968 – probably the hardest job in the BL organisation.

The resulting body style was certainly simple – it did not even have a radiator grille, just a large air intake ducting. The rear end was cut short with little boot space and the rear wheel mounted on the boot lid to save space and money.



20TS in the engineering workshops at Banner Lane. Note the sidescreen fitted to the front door. This protection led to the low cut door models being known as 'the sidescreen TRs'.



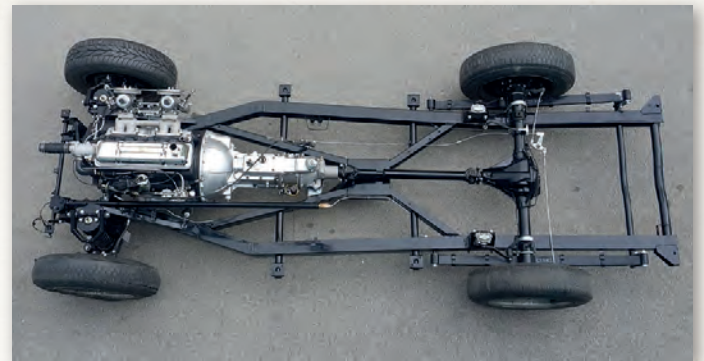
The body was made of steel panels laid over an ash frame and from the rear it looks a bit longer than from the previous front view. Low slung and with almost integral wings, it is much more like the XK120 than the cheaper MG-TD. Just what was needed.

The drawings were approved and the team were given less than three months to put together the first car in time for the 1952 Earls Court Show. A tall order – especially when works holidays had to be taken out of that time.

Now comes the interesting bit as, after the Show, the car was taken back to Banner Lane for a test day, where it was tested by Ken Richardson, a name not unknown to Sir John Black through his contact with the BRM Grand Prix venture of 1945 (google it, it's wonderfully British). Apparently the normal Standard/Triumph test driver was not in his prime and the rumour is that if the speed approached 80mph he started to worry so much that test information was difficult to elicit – and 20TS was good for 90mph – hence the invitation to Ken Richardson at the time of a press day to 'give it a go'.

Mr R, duly took a turn around the Banner Lane factory and pronounced the car 'a mis-handling death trap', much to Sir John's chagrin. To be fair to Sir John he did not throw his toys around and asked Richardson to help improve the car. A bit more money was released for the exercise and Webster and his team then really started work, as did Richardson, and many hours were spent testing and testing again, the final result being a more than acceptable chassis and body.

The chassis was redesigned to be stiffer from both end to end and side to side. No remnants of the Flying Nine chassis remained although the basic layout of the components did not change. The body was lengthened by 10" and a decent boot was designed with the fuel tank brought forward of the axle and the spare wheel slotted in behind. By February 1953 the directors were told that the body drawings had been released to Mulliner's and that delivery of bodies should start in July.



A newly restored TR2 chassis. This shows the chassis as redesigned by Harry Webster's team with guidance provided by Ken Richardson's comprehensive testing.

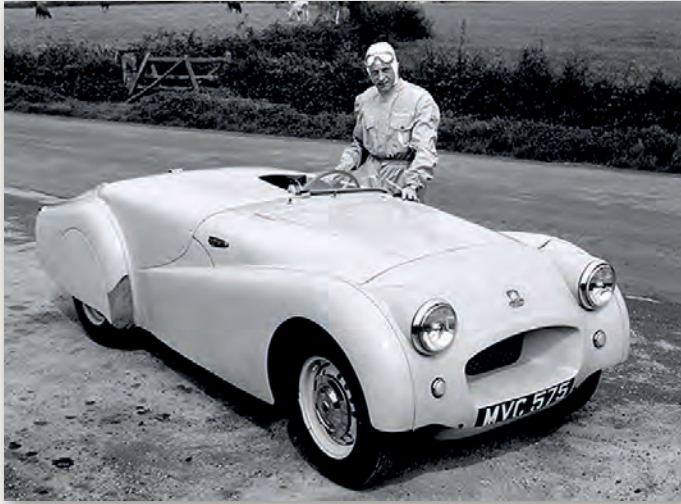
The new car was shown at the Geneva Show in March 1953, by which time, and with Richardson's tuning experience, the engine had been tweaked to provide 90bhp (up from 78 bhp) and larger drum brakes had been incorporated at the front. When launched to the public the production models were publicised as Triumph TR2s and the Triumph name never really looked back throughout the fifties and sixties.

The Glory of Jabekke

So Triumph again had a sports car in its range but how could it capitalise on the new design and how could it shake MG off its podium as the small sports car to have – especially now that MG had updated its TD to the TF ?

The key to this came from the exploits of a Sunbeam Alpine which had reached the speed of 120mph while testing on the Jabbeke Highway in Belgium (which, incidentally was part of the route planned out for the press when testing Stag in May 1970). Sir John decided that Standard could go one better and instructed Ken Richardson to make it happen.

Using a prototype TR2 (the second true TR2 prototype, X519 for those who know about these things) registered as MVC 575 and without bumpers but with rear wheel spats, a tiny aero screen, a metal tonneau cover over the passenger seating position and a full length alloy undershield and with Richardson sitting on the floor as the seats had been sacrificed to save weight, the car achieved a poor first run of just 104mph. So they connected the fourth spark plug which had become detached, and Richardson had another go which resulted in a two way average of 124.889 mph over the flying kilometre. A record for the under 2 litre production category.



Ken Richardson at Jabbeke with the record breaking TR2.



For anyone wanting to experience a true piece of Triumph history, watch the first ten minutes of the video at: www.youtube.com/watch?v=ZVCEvK3JMng



As it happened on 20th May 1953. This is a later run that day with 'full touring trim' – as can be seen from the full width screen and the head sticking out – for the 'speed trim' run Ken kept his head very low.

The Sales Experience

The exploits of MVC 575 led to immediate sales of the new car and, once the bodies started to come through from Mulliners in 1954, production schedules were set for 30 a day, much of the output going to the USA to help the export drive. Sales were boosted by rally wins for the TR2, the cars dominating the 1954 RAC International Rally, and further success coming in the Mille Miglia, the Alpine Rally and Le Mans, as well as in a number of club events.

However, as 1954 closed, things had started to sour as complaints of poor handling, a hard ride and sluggish brakes had been received. Despite being quick and petrol frugal, perhaps the car was just too basic. Although some small changes were made in October, at the end of

December 1954 there were 293 home market and 588 export market TR2s in stock.

Production was cut back to 10 a day and the Engineering Department worked hard on the improvements which came to market in the TR3 which was revealed in Autumn 1955. The changes for the new model were not just in looks and build quality so I will cover this next month as TR3 was a very important model for the Triumph marque.

What has happened to the important early TRs ?

Of the three TRX (Bullet) cars made (experimental chassis numbers X481, X484 and X493) two are still with us. Unfortunately the first, X481, a LHD car, caught fire and was not rescued but X493 (KHP 712), originally sent/sold to Wilmot Breeden when Triumph had finished with it (Wilmot Breeden was a company specialising in the manufacture of car components and serving all major car manufacturers by 1954), has been restored and features in the colour photos in this article.

I believe that the car featuring in the works photos (as seen at the head of the TRX part of this article) was X484 (registered as HKV 20). This was sold to someone in Chester for scrap but obviously it was not scrapped as it was for sale as a barn find in 2016. It has appeared on TR Register show stands in various stages of restoration and it must now be close to being finished.



The Triumph photo demonstrator HKV 20 in 2016.



And that space age interior as found 67 years after manufacture in the Banner Lane Experimental Workshop.

There were three 20TS prototype cars. X508 (MWK 950) and X516 (ORW 666) appear to have been scrapped but, luckily, X509 (MVC 575) the most important of the three as it is the Jabbeke car, has been recently restored and now resides in the British Motor Museum at Gaydon (they bought it after restoration for a total of £280,000).



MVC 575 at home in my living room.
Only kidding, this was a pic from when it was guest of honour at the RAC Club in 2018.




*I didn't think that you would mind another picture of this beautiful and important car to sign off this month's episode
Believe it or not, the colour is known as 'Ice Blue'.*



Acquired in 2015 as a chassis & body plus a number of boxes of bits, it was restored by Glen Hewitt of Protek (anyone remember that establishment from the 1998 European Meeting in Stratford ?) to a very high standard and as it was when it appeared at Jabbeke.

Peter Robinson

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THE TRIUMPH PICNIC AND MARQUE DAY 2025

SUNDAY 22ND JUNE 2025
WOODLAND GRANGE
LEAMINGTON SPA




PRE-1940 TRIUMPH MOTOR CLUB

This, the seventh of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car. As always, all Clubs and Individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1980s.

As in 2024, the venue is the beautiful Woodland Grange, near Leamington Spa, CV32 6RN which proved to be a splendid location. This year you are encouraged to bring your own picnic as we are unable to provide our usual hog-roast. Coffee will be available and our fresh Ice Cream vendor will join us in the afternoon. For more information you can call Steve Jacobs, our event co-ordinator on 07763 848989






Pre-1940 Triumph Motor Club Ltd.

www.pre-1940triumphmotorclub.org



EASTERN REGION DAY 2025

SUNDAY 18TH MAY FROM 10am ONWARDS

BRESSINGHAM STEAM MUSEUM & GARDENS

Low Road, near Diss, Norfolk IP22 2AA • www.bressingham.co.uk

Norfolk SOC invite you to come & relive your childhood at Bressingham. There is something for everyone. Take a trip on one, or all of the four railways, get close-up to mighty steam engines in the locomotive shed & ride on the magnificent & historic gallopers. Wander through the main street of Walmington-on-Sea, home to a collection of Dad's Army displays & vehicles, see fascinating historic railway exhibits in the museum & enjoy the unique 17-acre Bressingham Gardens. We have pride of place parking for Stags in the museum grounds, unlimited rides on the trains & gallopers, access to the gardens & the static displays, all for only £8.50 per person (half normal price). Children under 3 are free.

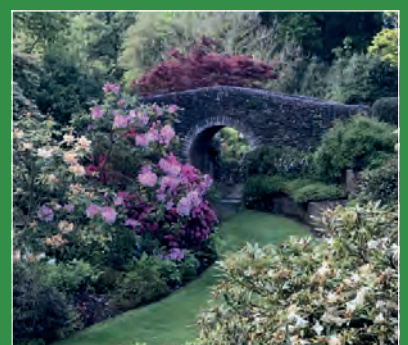
There are plenty of areas to get snacks, light lunches, teas & coffee on site or you can visit the adjoining Garden Centre where they have a large selection of meals available. You are also welcome to bring a picnic, there are plenty of seats & benches around the site or you can sit near your car. Sorry, but as we are parked within the museum grounds dogs are not allowed.

We have access to the grounds from 9:30am & ask that all cars are on site by 10:30 please, follow the signs from the main car park to our gate at the side of the Shop. There we will collect your money - note cash only please as we do not have the facility to take cards at our check-in point. We will provide you with your wristbands for the day & take you to our Stag parking area. If you have travelled in a non-Stag car, please park in the main car park & instead walk to our nearby check-in point to pay & collect wristbands.

So that we can ensure a smooth entrance process, can you please email norfolk@stag.org.uk by 1st May confirming your attendance, number of people in your car & if you will be in your Stag.

If you have any questions please contact Kevin, Chris or Peter at norfolk@stag.org.uk

We look forward to seeing you all at this fun SOC Eastern Region Day.



OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

BEDFORDSHIRE & NORTHANTS

It is with great sadness that I report the passing of Ray Martin, friend and loyal member of the Bedfordshire Area. Ray was involved in setting up the area not long after the club was formed and knew all the past meeting venues. He has been a deputy co-ordinator of the area and always looked after new members to the area. He had a wealth of knowledge of the Stag car and was always happy to share his information. Ray had been fighting with Cancer for some time and he will be greatly missed.



Natter and Noggin

Looking forward to the lighter nights now to see those Stags in the car park. Going by all the comments on What's app there are a few Stags that have had a lot of work done over the winter months.

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

Drive on Sunday 23 rd March The meeting place was Emma's Café at the Triumph motorcycle garage in Woburn.

When I arrived there were two stags already parked up and the marshals knew we were going out on a run and



would park us all up to try and not to get us blocked in. Seven Stags arrived for breakfast and coffee, with a chance to chat and catch up from the winter quiet time. The weather was overcast but dry at first with the possibility of light rain in the afternoon, so at 11.00 I rounded up the drivers to go on the run to Ashridge National Trust. The marshals were good in getting some cars removed so we could all get backed out onto the road. Although I had prepared a route it was a case of follow the leader for a long time until we got to some road work traffic lights which split us up. On arrival at the National Trust four of us parked up and found the others had already arrived, having got caught at the road works, and taken a quicker route to Ashridge. We all managed to huddle under the canopy with our coffees and cake to keep out of the rain. It wasn't a bad turn out for the first run of the year and hopefully there will be another good turnout for Drive it Day. Report in the next magazine.

First midweek car show was at Oakley Sports and Social Club with a good turn out of over 300 cars, sadly although a sunny evening mine was the only Stag from



the club. However I did get talking to the only other Stag Owner that had only owned his car for 10 days and was looking to come along to our meetings and possibly join the club.

Stag National weekend at Shuttlesworth **BOOKING IS NOW LIVE** on the Stag web page. Pre booking is required to get the discount entry for all passengers and driver in the car at £20 it also covers entry to the Summer Festival and Open Day, Closing date for pre-registration for a special gift and rally plaque for the first 200 entries is 27th June. Entries are already coming in at a good amount each week. I will be looking for some volunteers throughout the day to spare an hour to help with marshalling and administration.

What's App

Don't forget if you want your picture that you share on What's App to be used in the magazine please send me your highest resolution via email.

Bedfordshire Web Page

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

Note to new members please let Russell have pictures of your cars and some information about the cars. Or any reports on trips to shows and events.

DIARY DATES

- ✔ May 13th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ May 21st Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ May 15th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ May 18th Sunday Chiltern Hills Rally Weedon Park Aylesbury HP22 4NN
- ✔ May 18th Sunday Eastern Region Day and Harry Webster Celebration Bressingham Steam Museum IP22 2AA
- ✔ June 1st Sunday Luton Festival of Transport Stockwood Park LU1 5NT
- ✔ June 1st Classic Stoney Stratford at Stoney Stratford Milton Keynes
- ✔ June 10th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ June 18th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ June 19th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ July 8th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ July 12/13th Stag National weekend at Shuttlesworth Old Warden Aerodrome Biggleswade SG18 9DX
- ✔ July 16th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ July 17th Natter and Noggin RED LION Elstow Bedford MK42 9XP

EDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

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CAMBRIDGESHIRE

I can hardly believe that it's April already and we are a quarter of the way through the year. Let us hope that the good weather we are currently enjoying stays around longer as we move ahead into the events season. We have a reasonably full list of events with each offering plenty of activities to keep you entertained throughout.

Our March event took us to The Admiral Wells pub for our N&N and Quiz Night. Our resident quizmaster, Jeff Boston, having excelled in this role on a previous occasion, continued to keep us both challenged and entertained throughout the evening. Thank you Jeff, on behalf of our members, for another great night. Quite amazing that all of the teams finished the quiz level on points. We must either be all very clever or perhaps not so!

The next event in April for "National Drive It Day" is a meet up at Notcutts Garden Centre Brampton for coffee and then have a short run to Abbots Ripton for lunch at The Elm. We have 10 Stags, hopefully with tops down for this drive. Coming up in May we have SOC Eastern Region Day to be held at the Bressingham Steam Museum & Gardens. This will be a day to remember, with so many different activities to enjoy. Take a look at their website and you then won't want to miss it.

We have three new members to the Cambridgeshire Area who are attending our National Drive It Day run. We welcome Tim Mears, Frank & Jacqui Price and Mark & Heidi Twigg and Look forward to sharing many fun "Stag" times ahead.

DIARY DATES

- ✔ Sunday 18th May SOC Eastern Region Day at Bressingham Steam Museum & Gardens
- ✔ Saturday 31st May Cambridgeshire County Show, Abbots Ripton Estate
- ✔ Sunday 8th June Fenland Classic Vehicle Show + Ramsey Rural Museum, Ramsey
- ✔ Saturday 14th June National Horse racing Museum Classic Car Show, Newmarket
- ✔ Sat/Sun 12th/13th July SOC National Day at Shuttlesworth Manor, Biggleswade, Bedfordshire SG18 9DT
- ✔ Sunday 17th August Treasure Hunt Drive
- ✔ Sun 7th September TBA
- ✔ Wednesday 15th October Quiz night and N&N at Admiral Wells Pub, Holme

Cambridgeshire Team

Chris Grove (Co-ordinator) Mob: 07950 022200

Email: chris.grove.stag@gmail.com

Rod Kennedy (Deputy)

Sue Cheffins (Deputy)

Last month was our annual Quiz night kindly hosted Marilyn and Laurie. Thank you both and for driving such a distance to put this all together. It was a great evening and very competitive with teams asking for half points etc. We were even blessed with chocolate Easter eggs. Marilyn clearly in control and enjoying it, Thank you.

Last month was also Drive it Day organised by Bob, really well supported as always, report to follow.

This month is also a busy one with 7 Stags attending the Little Baddow Open gardens which raises funds for local charities.

We also have Regional Day where we will be meeting other county areas at the Bressingham Steam museum up north in Norfolk. This will be a good and easy run for the Stags and even better in a convoy. Thanks in advance to the organisers, especially arranging for a special entrance fee.

June is a quiet month with nothing organised which is just as well as July is a busy month with 4 events, which has to be a first. Emails for names and numbers for each will be sent out so watch this space.

Please have a look at the list of events below and look out for an email as and when with more details etc

With area members clearly being involved in events has proved to be a great success and it would be fantastic if anyone else in 2025 would like to come forward with suggestions and of course I would support with any organising. I say this, as already mentioned, with area members involved it is healthy and works well as this way it not only makes our area even stronger it ensures input from members on best events for the year for all to enjoy.

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

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

DIARY DATES

- ♥ May 1st – Club night, Old Windmill
- ♥ May 17th - Little Baddow Open Gardens
- ♥ May 18th - Eastern Regional Day
- ♥ June 5th – Club night, Old Windmill
- ♥ July 3rd – Club night, Old Windmill
- ♥ July 6th Hyde Hall Classic car show
- ♥ July 12th -13th – National Day at the Shuttleworth collection
- ♥ July 27th – London to Southend Classic Car Run
- ♥ August 7th – Club night, Old Windmill
- ♥ August 22nd – 25th - Long Weekend away TBA

HERTFORDSHIRE & N. LONDON

Hello everyone and in the news this month... Our meeting at the Golden Eagle in April got 10 members into the back bar which our landlord, Chris, seems to reserve just for us! The regulars were there and we gave a warm welcome back to Phil and John Paul returning to see us after a few months' absence! We were also delighted to welcome along Andy Stimson in his first venture to our monthly get togethers. Andy is currently looking for a Stag so we're keeping our eyes and ears open for anything that comes up that he could be interested in...

With the weather starting to warm up we went from one Stag last month to four Stags in the car park this month! (It would have been five, but mine is still in the garage whilst I attempt to ensure the gasket between the inlet manifold and the RH cylinder head (front) doesn't blow again. A long-time friend of mine with the right equipment has milled all the mating surfaces on the manifold smooth and they now look so much better that I'm hoping this will solve the problem for good. I aim to have it on the road for our 'Drive It Day' outing on 27th April.)

Conversation was wide and varied as usual, looking forward to events coming up, our change of venue for May and July and also anything else that came to mind. One thing I have noticed on the club website for our area page is that the pub shown for our meeting is out of date and definitely needs adjusting soon! I will try and see how best this can be done, but my skills may be insufficient in this area and I might have to draw on someone's expertise, greater than mine. If you would like to help with that, do give me a ring or drop me an email. I hope to see as many of you as possible at The Woodman Inn, Welham Green for the July meet and don't forget National Day racing towards us also in July which is almost 'local' to us. Accommodation and event tickets are booked, so see you there!

You are most welcome to join us at our meetings held on the first Thursday of each month at The Golden Eagle, Ashley Green and now at alternating venues too. See the diary below for the meet details:

Peter Goodman

DIARY DATES

- ♥ Thursday 1st May – H&NL monthly meet around 7pm at The Green Dragon, A1081 North of Barnet, EN5 4RE. This pub has 2 car parks, (maybe aim for the LHS one), great food, (with 30% off your food on a Thursday, so it might be busy!) We will have our own table to seat up to 12 and you don't have to eat either!

NORFOLK

- ✚ Saturday 17th May – Aston Hill 100 Car Show – To celebrate the centenary of the Hill Climb from Aston Clinton to Wendover. Vintage vehicles will tackle the (now) modern road with a car show at the finish. Tickets £10 from <https://tickets.matterpay.com/s/aston-hill-climb-100>
- ✚ Sunday 18th May – Chiltern Hills Vintage Vehicle Rally, Weedon. Great family day out. Tickets £10 from www.chilternhillsrally.org.uk.
- ✚ Sunday 1st June – Classics at the Villa, Villa Scalabrini, Green Street, Shenley. WD7 9BB. Great show and food! Details at www.villascalabrini.co.uk.
- ✚ Thursday 5th June – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✚ June ??th – Fish & Chip supper/Curry night. Where/When/Which? You decide and we'll book it!
- ✚ Thursday July 3rd – H&NL monthly meet around 7pm at The Woodman Inn, near A1M/South Mimms, AL9 7TT. This pub has good parking, great food as well and the Barnet Classic Car Club also meet here. You don't have to eat either!
- ✚ Wednesday 23rd July – Classics on the Common, Harpenden Common. The largest mid-week classic car show in the country. Over 1,000 vehicles on display. Free entry (but with a 'suggested' donation to their charities.
- ✚ Thursday 7th August – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

Paul Harrison

Mobile: 07710 316558

Email: p_harrison63@hotmail.com

Tenpin Bowling was organised by Ray & the afternoon went very well, with 12 bowling and 17 eating afterwards at the nearby Copper Beech. Ray won the first game and Martin took the second, but it wasn't enough for Martin to take the trophy overall ... which Ray retained ... again!

Marion thought it unfair that the girls didn't have a trophy, as their scores were generally lower and it seemed they wouldn't have a chance of winning. So, she decided to ask Namco Funscape if any bowling pins were available to give as a trophy. She got one eventually for a few pounds, however to say the least, it needed a bit of 'tlc' to be of use. Anyway, the girls played for it, and in a close finish Jean and Doreen ended up level on points.

Not knowing how to determine a winner Marion came to the rescue again & this time asked for one extra lane for the 2 girls, as a playoff. Which Doreen then won ... along with the task of prepping/painting our new Ladies Bowling Trophy/pin! The whole process around this ad hoc trophy caused much amusement, to round-off an excellent afternoon.

As the photo shows, Doreen (assisted by Alan) created a silk purse of a trophy (in metallic pink of course) from the sow's ear we purchased. Ray & Doreen were officially awarded the trophies by Chris at our N&N. So, there are now two of them to jointly organise next year's tournament – good thinking Marion!

April Noggin 'n' Natter 37 of us were delighted to see that last month's potential member, John Flowerdew not only joined SOC after being impressed by March's N&N,





but came back for more this month! John reported he has also bought himself a Stag already, thanks to Steve & Peter having impressed Deb with the benefits of Stag ownership versus other classics. Result!

We reviewed the Bowling as above & discussed upcoming events, including hopefully meeting up with Worcestershire Area visitors later this month during their 'staycation' in our fair County. Once again two key diary dates locally for you are 18th May Eastern Region Day at Bressingham & 6th July Thursford Steam Gala & Classic Cars – both of which you need to book with me (Kevin). Details are on our Google calendar – if you don't yet have access, contact me & advise your Gmail account details, thanks.

Please note that we now have a 'For Sale and Wants' area on our page on the SOC web site. If you would like to advertise any Stag related items (cars, parts etc.), please send details and photos to norfolk@stag.org.uk.

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 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.
- Steve Bradbury (Events Co-ordinator) send details of events of potential interest to steve.j.bradbury@btinternet.com

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

SUFFOLK & N.ESSEX

April's N&N was very well attended and we welcomed a new member, Martin Jenkins, who owns a rather fine looking Pimiento red stag; welcome to our group Martin. Our events are now in full swing and we arranged the meeting points for the first two which by the time you read this will have taken place. Drive it Day and the annual excursion to Felixstowe are always something to look forward to. Hopefully I manage to get an ice cream this year and the run of great weather we are having at the moment continues for these outings. I have managed quite a few short trips out in the stunning Suffolk countryside giving the Stag a good warm up for a summer of great motoring. As a good number of us are heading over to Nuremburg this means we have put June's N&N back a week so Mick has a chance to shine his car up for our 'Shine and show' competition - get your dusters out and give him a run for his money.

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 May Ipswich to Felixstowe
- ✓ 7th May N&N The George. Hintlesham IP8 3NH
- ✓ 10th May Visit to The Vault
- ✓ 18th May Eastern region day Bressingham
- ✓ 30th May – 1st June ESM Nuremberg
- ✓ 11th June N&N The George. Hintlesham IP8 3NH *Shine and show* **A week later than normal**

SUFFOLK AREA WEBPAGE

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

Tim Hart

Mobile: 07749 895710 suffolk@stag.org.uk

OUT & ABOUT

M I D L A N D S

SOUTH BIRMINGHAM

N oel's Notebook

Well, as we are all aware the weather throughout most of March was anything but conducive for 'Stag motoring'. Cold wet and miserable. However the last few days of the month was much better and the start of April was even better with dry sunny days albeit a little chilly. As a result the N&N meeting on the 1st April was very well attended and a few Stags on the carpark. Signs of life for the new season. Might even be time to take the hard top off my car!

Scotty and Leia went out for a drive and came across a show. Of course they couldn't resist the temptation to join in for a while and enjoy seeing the variety of vehicles present.

Scotty and Leia took another trip for in his words "no other reason but their own enjoyment". Russell too was out and about with a trip to Devil's Bridge albeit on his motor cycle and Alan was out visiting garden centres.

Gary has been busy rebuilding his gearbox because of a noise that he felt was well worth investigating. However, there appeared to be nothing wrong with the box so he is pinning his hopes that is coming from the overdrive unit. He has obtained a reconditioned unit which of course needs to be fitted. Should keep him out of mischief for a while. Best of luck with the project Gary!



So all in all the 2025 season is well and truly under way in every sense; driving and repairing. Oh, the joys of Stag ownership!

DIARY DATES

May

- ✓ Sat 3rd Sun 4th Speed into Spring, Shelsley Walsh
- ✓ Sat 10th/Sun 11th Marches Transport Festival, Ludlow Castle, SY8 1AY
- ✓ Sat 17th Redditch Classic Motor Show, Redditch Town Centre
- ✓ Sun 18th Severn Side Classic Car Show, Bridgnorth Rugby Club, WV15 5AA
- ✓ Sun 18th Classic Wheels, Rutland Showground, Oakham

June

- ✓ Sun 1st Classic Car & Bike Show for Parkinsons, Bodenhams Arboretum, Wolverley, DY11 5TB
- ✓ 7/8th Best of British, Shelsley Walsh, WR6 6RP
- ✓ Sun 8th Auto Fest, Stoke Prior Sports & Social, B60 4AL
- ✓ Sun 8th Footman James Coffee & Chrome, Chateau Impney, Droitwich, WR9 0BN
- ✓ Sat 14th Classic Car Show, Holy Ascension Church, Redditch, B80 7DJ
- ✓ Sat 14th Hampton Ferry Car Show, Boat Lane, Evesham, WR11 4BP
- ✓ Sun 15th Father's Day Motor Show & Autojumble, Ragley Hall, Alcester, B49 5NJ
- ✓ Sat 21st Feckenham Wake, The Square, Feckenham, B96 6HY
- ✓ Sun 22nd Standard Triumph Picnic, Woodland Grange, Leamington Spa, CV32 6RN

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

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SHROPSHIRE & SOUTH STAFFORDSHIRE

Not much to report this month... We hope you're enjoying the amazing weather we are having.

My stag has had the last of the outstanding jobs completed and I now have a functional roof!

A few other members stags have had some work done (at the same place I had mine done - Creed and Shore Motorworks Ltd).

The new N&N venue is proving popular. You can find

us at The Edmond Lion, 1 Newport Road, Newport, TF10 8HH. N&N's are every second Tuesday of the month, from 7pm, dates below:

Tuesday 13th May
Tuesday 10th June
Tuesday 8th July

DIARY DATES

May

- ✔ Sat 3rd – Mon 5th - Llandudno Transport Festival
- ✔ Sun 18th - Severn Side Classic Car Show, Bridgnorth Rugby Club, WV15 5AA

June

- ✔ Sun 1st - Classic Car & Bike Show for Parkinsons, Bodenhams Arboretum, Wolverley, DY11 5TB
- ✔ Sun 8th – Classic Car Rally, Cholmondeley Castle, Cheshire, SY14 8ET
- ✔ Sun 15th - Father's Day Motor Show & Autojumble, Ragley Hall, Alcester, B49 5NJ
- ✔ Sun 22nd - Standard Triumph Picnic, Woodland Grange, Leamington Spa, CV32 6RN

July

- ✔ Sat 12th - Ombersley Car Show, Ombersley Memorial Hall, WR9 0DY
- ✔ Sun 13th - Classic Car Show & Picnic, Hanbury Hall, Droitwich Spa, WR9 7EA (organised by Bromsgrove & District MGOC)
- ✔ Sun 20th - CLASSIC NOSTALGIA, Shelsley Walsh, WR6 6RP (PLEASE CONTACT SCOTTY FOR DETAILS / BOOKING INFO)
- ✔ Sun 20th - Apley Classic Motor Day, Apley Farm Shop, TF11 9ED

Steve Ellison

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WARWICKSHIRE / LEICESTERSHIRE

Looking forward to a great year out and about. Starting to get things pulled together regarding shows and run outs and weather set fair at the moment, until we venture out of course, when it will rain no doubt. There's the pessimist in me coming out! Anyway, all of the jobs are done on the Stag and with new spring mounts on the rear spring chassis members and thicker bottom spring pads she sits at the right height. My Stag has always sat low at the back-end for some reason. No progress on the GT from last month as the Stag has taken preference. How selfish of me!

Starting to fill event schedule so look out for emails and diary dates and let me know if you plan on attending. We are always looking for new ideas so don't be shy. Let me know your ideas and we'll try and accommodate them into the diary.

A reminder that we now have a WhatsApp group. Let Di know if you want to be included on that [@dragonsnap192@](https://www.whatsapp.com/group/dragonsnap192)

outlook.com
Tony 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 will be held on the FOURTH TUESDAY of the month at the BUTCHERS ARMS, 11 Fisher Rd, Bishop's Itchington, Southam CV47 2RE. From 6:30pm onwards. 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? (Starts again April 25)

2nd Tuesday of the Month – The Gaydon Gatering. 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](https://www.whatsapp.com/group/dragonsnap192)

May

- ✔ Sunday 18th May – Classic Wheel OAKHAM. Let Tony know if going. Tony will book cars and driver in and passengers must purchase own entry. Car/Driver £5 passengers £10.
- ✔ Sat 31st May. – Coventry Motofest Day 1. Let Tony know asap please. (Sunday 1st June is Day 2)
- ✔ Sat 31st May – Kenilworth Country Fair £12.50 entry fee for car and 1 passenger. Limited space.

June

- ✔ Sunday 1st June – Coventry Motofest Day 2. Let Tony know asap please.
- ✔ Sunday 1st June – Cars at the Spa – Leamington Pump Room Gardens. Book direct with them and let Tony know when booked in. Limited space so book asap.
- ✔ Sunday 22nd June – Standard Triumph Picnic. Woodland Grange, Old Milverton Ln, Leamington Spa, CV32 6RN. 10am till 4pm, FREE entry. Let Tony know if going so he can arrange enough space.
- ✔ Sunday 29th June – Princethorpe College Classic Car Show. Let Tony know. He will enter us as a group.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

NOTTS/DERBY

April Meeting

A nice sunny evening brought out 3 Stags and 29 people, hopefully both will increase as the weather gets better.

Final arrangements were made for those going on the road run on the 21st May that Phil has organised (see below if you want to join them).

Other shows and events were mentioned including Kings Bromley Show, which seems to be instead of the Lupin Farm Show which finished a couple of years ago, so should be very good and very busy. Another was Barlow Carnival near Chesterfield, an excellent family day out and includes a parade of decorated trucks, tractors and trailers and of course, "Elton Wrong" on his decorated mobility scooter. This show has a limited number of cars, so early booking is advised.



The raffle turned up the usual winners, including Frank who seems to get the first ticket out every time he is at a meeting!

The Raffle money has now been given to the two chosen charities, Air Ambulance and Hannah's Hope. We were told at the meeting that that morning, local radio announced that Hannah's Hope had reached its target of £230,000 (I think the amount is correct).

A Stag Trip Out

I have 2 friends whom I have recently taken out for a little ride in my car, one who has just reached her 90th birthday and another who is not so well, so a chance to cheer them both up a bit with a bit of Triumph Stag motoring. Hopefully they will be pleasantly surprised to see themselves in the magazine.

My Stag always gives me great pleasure, driving and attending Classic Car events and meeting like minded people. I like to share it with other friends who have the same passion - Pat who is 90 and John, who also has classic cars from the 70's.

Nicky Fletcher



Pat and John



New tyres and a mouse in the car!

The first Saturday of April, I had my Stag booked in for 4 new tyres as those on the car were getting a bit hard and I sort of gently slid round roundabouts in the rain, so time for an overdue change. I had been going to do this for the last year, but it just never happened. Choice of tyre was a bit limited for 185/80 R 14 and I looked at a couple of different makes, with prices varying between £160 and £275 each but this seemed a lot of money given the mileage I do. These companies also worked Monday to Friday only, so it meant a day off work, another reason they never got changed. However finding a screw in one of the back tyres, right on the shoulder meant I had to do something fairly quickly. The spare tyre which I hadn't looked at closely wasn't very good, ok to drive to a local tyre place, but not any distance. Then somebody locally with a 1973 Mercedes SL had Hankook K715 tyres the same size on his car and he was very pleased with them. Looking at reviews, they were all good and predominantly Stag owners which helped and checking the prices at a local tyre company, £85 each, so what's not to like. That bit turned out to be 6 weeks delivery! Another company had them in stock but a bit more expensive, but at least I could get them changed.



So far they seem very good, to run them in we did about 80 miles and on our travels found a game reserve near Belper, which turned out was built as a rifle and mortar practice range during WW1. The purpose built brick wall in the photo being full of bullet and shell holes. It was last used as a firing range in the 1970s.

The need for tyres is where the mouse comes in. When I emptied the boot there were bits of carrier bag everywhere and a bald patch in the boot carpet. Under the floor, I carry some spares inside the spare wheel, all the boxes had been chewed along with a spare fan belt and an old towel which the parts were wrapped in was mostly gone. I should have photographed it before I vacuumed all the mess out. I have no idea how it got in or back out again and I haven't found any evidence that it is still there or that it has been anywhere else in the car.

Thankfully it didn't chew any wiring, maybe the bits of fan belt it ate gave it indigestion!

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 4th June

Events and Shows for 2025

If anyone has any ideas for events, shows, road runs etc we can attend, please let us know, we need a few new places to try.

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

For a full list of events, see Phil's monthly Smiley Faces list.

- ✔ 18th May Wentworth Woodhouse Classic Show near Rotherham www.classicshows.org
- ✔ 21st May (Wednesday) Breakfast Run, starting Croots Farmshop near Duffield
- ✔ 26th May Rolleston Transport Festival **EARLY BOOKING ESSENTIAL**
- ✔ www.rollestontransportfestival.co.uk
- ✔ 8th June Nottingham Motor Show TBC
- ✔ 21st -22nd June Ashby Steam Festival, Ashby De La Zouch
- ✔ 21st June Triumph Picnic Walton Hall No booking required (Venue TBC)
- ✔ 22nd June Carsington Classic Cars
- ✔ 28th – 29th June Wonderland Classic Car Festival
- ✔ 5th-6th July Cars in the Park, Lichfield
- ✔ 12th – 13th July Stag National Weekend, Shuttleworth Collection, Old Warden
- ✔ 13th July BMC / BL Day Gaydon
- ✔ 20th July Ashover Classic and Vintage Show
- ✔ 2nd – 3rd August Hebden Bridge Vintage Weekend
- ✔ 13th August Ilkeston Classic Car Show
- ✔ 16th August Barlow Carnival, Chesterfield www.barlow-carnival.co.uk
- ✔ 17th August Kings Bromley Show
- ✔ 23rd August Gloucester Goes Retro
- ✔ 25th August Silverstone Classic
- ✔ 25th August Pershore Plum Festival
- ✔ 13th – 14th September Road, Rail and Ale, Statfold Country Park, Tamworth

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

SOUTH CHESHIRE / NORTH STAFFORD

DIARY DATES

- ✔ Sunday 26th May Capesthorpe Hall Cheshire. The booking is via The classic shows website for your pass.
- ✔ Sunday 8th June Tatton Park, Knutsford by pass on-ly-see you there.

✔ Saturday 16th August and Sunday 17th August - at the Tatton Park Show Event please ring me if you would like to exhibit your stag on our stand for either day BEFORE 20th of JUNE 2025.
Judy.

Judy Harrison
Tel: 0161 748 4608

WORCESTERSHIRE

March saw our annual competition against the Cotswold area, this year it was skittles at the Snowhill Arms in Snowhill, near Broadway.

Over 30 of us met up for lunch, and a "best of 3" skittles match. Amazingly we won the first 2 games and in an effort to reclaim some of their past glory, Cotswold area suggested "best of 5". Unfortunately this tactic didn't work and we claimed victory for the first time in years.

Thank you to all who took part and especially to Mike and Ellen who played for the Cotswold area to balance up the numbers, and who contributed in their own way to our victory!!



One of our members, Ian Frost, is very ill and has sold his Stag, and a group of us helped him sort out all his spares and sell them. We managed to raise over £150 which was donated to the Midland Air Ambulance and with Howards help, was sufficient to get Ian's name and that of his late son Stuart, on the side of their new Helicopter. A great tribute.

With the lighter evenings our N&N have moved back to the first Thursday of the month and the April meeting was well attended with 26 members. We welcomed Nick Perkins, a new member who had just taken delivery of his Stag. We look forward to seeing you Nick at our future events.



David and Jan gave us an update on our Drive-it-Day and we reviewed arrangements for our Spring Break to Norfolk at the end of April. Because of this our May N&N has been moved to 8th May.

DIARY DATES

- ✔ 8 May - N&N The Oak
- ✔ 17 May - Visit to the Morgan Factory and pub lunch
- ✔ Tba May - Runout to Berkeley Castle
- ✔ 30 May - 1 June - ESM
- ✔ 2 - 10 June - Holiday to Northumberland and The Borders
- ✔ 12 June - N&N The Oak
- ✔ 14 June - Classic Car Show, Mappleborough Green
- ✔ 14 June - Hampton Ferry Car Show, Evesham
- ✔ 5 July - Highnam Court Family Day
- ✔ 12-13 July - National Day - Shuttleworth
- ✔ 20 July - Classic Nostalgia - Shelsley Walsh
- ✔ 27 July - MacMillan Afternoon Tea

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

OUT & ABOUT

NORTH EAST

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

CLEVELAND & CO DURHAM

The sun was shining brightly on the morning of Sunday April 6th as we set off for our first outing of the year. The destination was Fishburn Airfield, where we were due to meet up with Northumbria area. I was expecting there to be three cars at the layby where we had agreed to meet, so it was a pleasant surprise to see seven of us lined up. A couple of minutes up the road to the airfield and as we approached from the south, Northumbria arrived from the north, perfect co-ordination! Up the lane and all parked on the grass field by the vintage planes as we had hoped. Time for some catching up, photographs and breakfast in the Aviator, all

in all, a great start to the year. Thanks to Roland who had arranged the visit.

Afterwards Ian & Christine, Chris & Alison and Sylvia & me carried on up to Durham to accept Brian's invitation to join him for tea/coffee following his TSSC meeting. We sat outside in the sun with our drinks and Sylvia's cakes, it must have been a good hour or so, before saying our goodbyes and heading home.

DIARY DATES

- ♥ Saturday May 10th Croft Classic to Modern Motor Show. See <https://croftcircuit.co.uk/event/croft-motor-show> Should anybody be interested you can buy your tickets, £10 for car and two people, on the website. If you look at ticket choices you will see the option of TR Register Cleveland, buy them there and we are all welcome to



*Northumbria and Cleveland and Co Durham Areas
visit Fishburn Historic Aviation Centre*



join them on their stand for the day.

- ✔ Saturday May 24th Ushaw House. To book your place, go to <https://ushaw.org/whatson/ushaw-classic-car-show-25/> A meeting time and place will be arranged so that we can arrive together.
- ✔ Sunday May 25th Thornton le Dale Classic Car Show. To book your place, go to <https://tdsacarshow.com/> Again a meeting time and place will be arranged should any want to drive there together.
- ✔ Sunday June 1st NECPWA Show at West Hartlepool Rugby Club.
- ✔ Sunday June 8th Saltburn Classic Car Show.
- ✔ Saturday June 14th Stokesley Classics on Show.
- ✔ Sunday June 22nd Barnard Castle Retro and Classic Car Meet. This year we are asking you to book yourself see <https://thewitham.org.uk/event/barnard-castle-classic-and-retro-car-meet/>
- ✔ Sunday July 20th Newby Hall see <https://necpwa.org/page.php?6>

Mike & Brian

Mike Reeve

Tel: 01642 710101 michaelreeve121@btinternet.com

NORTHUMBRIA

Welcome to new members Terry & Debbie Knowles. Terry's recent purchase in Plymouth is undergoing a gearbox rebuild, work on the rear suspension and door locks in Jesmond which prevented him getting out on Drive It Day but we hope to see his white '73 manual Stag with original V8 at Dilston Hall and Castle later this month.

Thanking John & Linda for the idea, our first drive of the year with Durham & Cleveland Area on 6 April was a great success. The spring sun was shining, the sky was blue and tops were down for an enjoyable steady convoy drive, including a seamless demonstration of poetry in motion in an effortless 14 Triumph rolling RV on the A1(M) at Washington Services, to the Fishburn Historic Aviation Centre. We had the airfield owner's permission to park on the grass in front of the vintage plane collection (Vampire, De Havilland Dove, Meteor and Jet Provost); there followed a healthy relaxed breakfast in the Aviator Café with plenty of chat; 21 members (19 Stags, 2 Spitfires) displayed their Triumphs and we were delighted to welcome new members Neil & Liz in our Area's only French blue Stag. A copy of the coffee table book was circulated around the breakfast tables just to allow some to regret not placing their order. There was discussion about making another volume... Shortly after our Fishburn visit the Aviator Café closed 'until further notice' so we were very lucky to be amongst the last visitors.

Our Area Technical N&Ns at The Twin Farms, Kenton are going well. We notify members monthly of meeting dates and venues. A variety of technical issues are discussed and it is an opportunity to have a drink and



New members Neil & Liz with Dirk & Judith

introduce yourselves to some experts and also other members who know less about classic cars than you do! I personally got some valuable help to identify, source and fit a relay (specially designed by Tony Hart RIP) to improve the reliability of the power supply to the starter motor (I was experiencing the dreaded 'click'). For future meeting dates see our WhatsApp Group.

We will report on our fabulous Drive It Day excursion to Eshott Hall and Bamburgh Castle with photos in the next magazine.

Our next outing will be to grade 1 listed 15th century Dilston Castle and Chapel within the private grounds of Dilston Hall near Corbridge. If the ground is dry we will park on the grass in front of the castle and we will be given a tour of the castle and chapel by the extremely enthusiastic and knowledgeable Chairman of the Jacobite Society. The Hall, built in 1835, was once a maternity home and is now a school for children with learning difficulties. There is a café in the Hall.

Details of our drives will be circulated by email and WhatsApp. As always, Members from any Area are welcome to attend – contact us for details!

DIARY DATES

- ✔ 25 May – visit and tour of Jacobean Dilston Castle and Chapel and Dilston College near Corbridge
- ✔ 29 May to 1 June – ESM in Nuremburg Germany – 16 Stags going from the NE Region
- ✔ 8 June – Thirlestane Castle classic car show with East of Scotland Area (contact John Lewthwaite asap)
- ✔ 15 June – drive on B roads through Northumberland to 18th century castle and tea room near Scottish border
- ✔ 6 July – flagship event – longer drive (some doing overnight stay) to fabulous private estate with café near Keswick; view owner's private classic car collection – joint event with North Lancashire Area and members from Cumbria. We also hope to welcome a group from West Yorkshire.
- ✔ 12/13 July – SOC National weekend at Shuttleworth (near Biggleswade) – see magazine (train trip?)
- ✔ 27 July - drive through spectacular Northumberland countryside to fabulous 17th century grade 1 listed private country house incorporating a 14th century pele

tower near Whittingham in north Northumberland for coffee & scones, private tour by current resident who is a historic car enthusiast

- ✚ 17 August – flagship event – 16th century recently restored grade 2 listed country house in County Durham once the home of a prime minister and used as a WW2 PoW camp – coffee, scones and tour by owner joint with Durham & Cleveland Area
- ✚ 7 Sept – drive to 18th century country house near Kielder designed by Capability Brown – the private home of a Border Reiver family since the 14th century - includes 45 min tour by the owner of the Hall and gardens
Roland & Brian

Roland Tate
rolandtatecf@gmail.com

WEST YORKSHIRE

Well, we may have started Stag season, but it's a slow start. The sun may shine, but as yet we in West Yorks Area have lots planned throughout the season. Still, up to press we have had just one run out and that was with the Thoroughbred Car Club with a run of about 40 miles to an airfield west of Selby, although there were around 12 Stags, with a mix of older stag members along with newer ones. The sun shone, and I think a good day was had by all. Around 12 members also had lunch at Drax Social Club after the car run.

I hope to have more to report as the season progresses.

EVENTS FOR MAY

- ✚ Tues 6 Noggin & Natter WF11 9ES 19:45 WYSOC West Yorkshire Area homepage – Stag Owners Club
- ✚ Fri 9 Humber Bridge Classic Night HU13 OJG 17:00-21:00 EYTCC <https://eytcc.uk/events-list/>
- ✚ Sun 11 Tadcaster LS24 9HD 10:00-16:00 Leeds MGCCC <https://leedsmgccc.co.uk/downloads/>
- ✚ Sun 11 Burton Agnes YO25 4NB Entry between 9-12noon EYTCC <https://eytcc.uk/events-list/>
- ✚ Sun 11 Hooton Lodge Farm S65 4TE 10:00-16:00 Rotherham Motor Club <https://www.hootonlodge.co.uk/event-details/the-rotherham-vintage-classic-car-show>
- ✚ Fri 14 Cottingham Memorial Hall HU16 4AU 17:00-21:00 EYTCC <https://eytcc.uk/events-list/>
- ✚ Sat 17-Sun 18 Game & Counry Fair Sampston Hall YO17 8NG 9:00-17:00 Outdoor Shows Yorkshire Game and Country Fair - Outdoor Shows
- ✚ Sun 18 Tolson Museum HD5 8DJ Entry after 10:00 YTCC <https://www.ytcc.co.uk/events>
- ✚ Sun 18 Wentworth Woodhouse S62 7TQ 10:00-16:00 Classic Shows <https://wentworthwoodhouse.org.uk/whats-on/classic-car-show-2025/>
- ✚ Sun 18 Little Ouseburn 10:00-16:00 Open Gardens
- ✚ Sun 18 Jorvik Run YO18 8EA Arrive between 9 & 9:30

Ryedale & York MG & CCC <https://www.ryedaleyork-mgoc.co.uk/>

- ✚ Sun 18 Classics on the Cobbles Otley LS21 3AQ 10:00-16:00 Chevin Motor Club Classics On The Cobbles 2025 | Chevin Motor Club
- ✚ Sun 18 Elvington Air Museum YO41 4AU 10:00-16:00 EYTCC <https://eytcc.uk/events-list/>
- ✚ Fri 23 Cottingham Golf Club HU16 5SW 17:00-21:00 EYTCC <https://eytcc.uk/events-list/>
- ✚ Sat 24-Mon 26 Pickering Vintage Rally YO18 8EA 10:00-16:00 Outdoor Shows Pickering Vintage Rally - Outdoor Shows
- ✚ Sat 24 Street Life Museum HU1 1NQ 10:00-16:00 EYTCC <https://eytcc.uk/events-list/>
- ✚ Sun 25 Wassand Hall HU11 5RJ 11:45-16:00 NECPWA York Branch Events | NECPWA
- ✚ Sun 25 Thornton le Dale Show YO18 7 SD 09:00-17:00 TDSA <https://tdsacarshow.com/>
- ✚ Mon 26 Ripley Castle HG3 3AY 10:00-16:00 Great British Motor Shows https://greatbritishmotorshows.com/event-category/classic-car-bike-show/?post_type=event
- ✚ Sat 31 Harrogate Rugby Club CCShow HG3 1DQ 10:00-16:00 Chevin Motor Club Harrogate Car Enthusiasts Classic Car Show | Chevin Motor Club
- ✚ Thu 29-Sun 1 Jun ESM in Nuremberg <https://www.stag.org.uk/news-events/>
Please check out our stag website for an up-to-date event page

Wayne Day
Email: westyorkshire@stag.org.uk

NORTH YORKSHIRE

Andy Maughan
Mobile: 07762 543920
Email: asmaughan@ntlworld.com

LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required
Please contact the Regional Co-ordinator:
Graham Falshaw *meredies@talktalk.net*

OUT & ABOUT

NORTH WEST

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

There is little to report this month as it has mainly been a case of tying up loose ends in terms of planning, ready for the busy few months coming up. I hope you have all got your cars prepped for the summer and booked in for your choice of shows and runs.

By the time you read this our Drive it Day trip will have been and gone and next month should see a report on this.

Our stand for the Lymm Historic Transport Day is now fully allocated and I will contact those involved by email once I have received final details of timings etc. Our August meeting for an afternoon tea party on Sunday 10th at Vera's house is confirmed.

I have added in a visit to Knutsford on the weekend of 20th/21st September for the Great British Car Shows event at the Cheshire Showground. This can be booked online and will only cost £7 for car & driver for the weekend if you use the 50% discount code GBCS25CSO. Make sure you put Manchester Stag Group on your entry form to qualify. The Walled Towns Run date is now confirmed for 28th September and available for booking online.

You will notice that we do not have any regular meetings scheduled for the next few months as the dates clash with events booked, so I look forward to seeing lots of you out and about. Please give me a call if you need further info or are considering joining us. All welcome!

Regards, Nick

DIARY DATES

May

- Sunday 11th Cheshire MG Club Candles Run
- Saturday 17th Weaver Wander
- Monday 26th Gawsworth Young Timers Show

June

- ☛ Sunday 1st Peaks & Dales run.
- ☛ Sunday 8th Tatton Park Classic & Performance show
- ☛ Sat/Sun 7/8th Halton Festival, Runcorn
- ☛ Sunday 22nd Lymm Historic Transport Day
- ☛ Thurs/Mon 26th/1st Scenic Car Tours trip - Celtic Classic

July

- ☛ Sat/Sun 12/13th SOC National weekend Bedford
- ☛ Sunday 13th Caerwys Practical classics show
- ☛ August
- ☛ Sat/Sun 2/3rd Hebden Bridge Vintage Weekend
- ☛ Sunday 10th Meeting at Vera's for garden party

- ☛ Sunday 17th Tatton Park Classic Revival Show

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 WALES

There were three Stags among the cars on our March lunch run, and another Stag owner whose Stag is presently "under repair". Ivan Watkiss, with his Father-in-Law Brian, has recently joined the club, and was enjoying his first run out in his newly-acquired blue Stag. It was a dry, warm and sunny day, and I enjoyed my first top-down run of the year, some 100 miles total, including the journey to the meet venue and the run home from lunch, which was at the Red Lion in Doglestone.

There were 15 or 16 present at the April monthly meeting where we discussed dates for the coming months. I also asked for volunteers to help with set-up and marshaling on the day at the Caerwys show on Sunday 13th July. There were several hands raised. It was noted that Tony Coates was not at the meeting as he was getting a new hip. We all wished him well.

DIARY DATES

- ☛ Sunday 11th May Claremont Farm (Wirral CCC)
- ☛ Sun/Mon 25th/26th May Capesthorpe Hall.
- ☛ Sun 8th June Tatton Park
- ☛ Sat 14th June Caerwys Agricultural Show
- ☛ Sunday 6th July Lydiate
- ☛ Sunday 13th July Caerwys.
- ☛ Sunday 20th July Capesthorpe Hall.
- ☛ Sunday 10th August Claremont Farm. North Cheshire CC
- ☛ Sun 17th August Tatton Park
- ☛ Sun/Mon 24th/25th August Capesthorpe Hall
- ☛ Mon 25th August Prestatyn
- ☛ Sun 31st August Arley Hall

Make your own booking for Claremont Farm via the entry form on the Wirral Classic Car Club website, stating "Stag Owners Club", and let me know. Entries must be pre-booked, but no passes will be necessary. I have booked an S.O.C. parking area.

In respect of the Capesthorpe Hall events, I would suggest that we each book individually, but let me know if you have booked so we can try and conspire to park together. We normally go on the Sunday at the two day Bank Holiday events. Booking is via the Classic Shows website.

In respect of the Tatton events, contact Judy Harrison (South Cheshire/North Staffs coordinator) to express your interest.

North Wales S.O.C. meetings are on the first Tuesday of each month, starting at 19.30 at the Northop Hall Cricket and Hockey Club CH7 6DE. The meetings incorporate several clubs. There is a run-out on the last Thursday of each month. Contact me for details.

Nigel Cross

Mobile: 07766 696393 northwales@stag.org.uk

The bank holiday weekend 24/25/26th is Chipping steam fair. If you have not booked your place you are too late to display your car.

Sat/Sun the 30/1st is Heskin steam show we are going on the Sunday and again entries will be closed by the time you read this (they are a relaxed crew who put the show on so a phone call MAY??? get you in

Updates on these next month

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

Tel: 01772601164 d_haughton@btopenworld.com

NORTH LANCASHIRE



i All

We had our April meeting at our new location The Traders Arms at Mellor with 13 members present. Unfortunately I could not attend but, I received a phone call from Ted during the night and from the sound of the background noise everyone was enjoying the evening. Although there was plenty of room for us, the restaurant side of the pub has last orders at 7:30 -7:45 and Tuesday is a quiet night but I am a bit concerned that as summer comes when we can have 20 members attending and more customers eating out it may become a bit crowded for our purpose. Also when the weather turns bad the narrow access and steep uphill approaches to the pub may not suit some of our members. To that end I will do a poll of our regular attendees to get their thoughts. I will let you know during the summer what we are doing. To this end if you want to attend our N&N's check carefully where we are having our meetings i.e. the latest magazine or a phone call to either myself or Phil my deputy co-ordinator.

Drive it Day Run April 27th. I will have missed this run as I will not have had the doctors consent for me to drive yet but have seen the plan by Ted and looks like it will be a good day out more info next month.

In May we have a run planned and 3 shows

I am supposed to be organizing a run on the 11th which I will do but again will not have been cleared to drive I have thought of a run around the Lancashire Moors between Bolton Blackburn there are some good roads and as it is reasonably local to us we don't seem to do them and there are country places for comfort breaks and restaurants where we can end the drive

Sunday the 18th its Lytham Hall If you want to go you can pay on the day or book in advance at a discount, let me know if you are going as I don't know how many of us will be there

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



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

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

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

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

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

OUT & ABOUT

S C O T L A N D A N D

N O R T H E R N I R E L A N D

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

WEST OF SCOTLAND

Better weather is coming, time to get those Stags back on the road again.

The season is now starting to kick off nicely with the Drive it Day taking place at the end of April, followed by our first show at Bridge of Allan in May. Fingers crossed we have good weather and we are able to give you a report of our outing in the next mag.

All shows are now fully booked anyone still wishing to attend please let me know and I will put your name onto a reserved list. We haven't received the entry form through for the show at Biggar yet, therefore, if anyone wants to join in for that show you still have time to do so.

Meetings continue to be held at the Redhurst Hotel on the 1st Tuesday of each month, everyone is welcome.

DIARY DATES

- ♥ Drive it day 27th April
- ♥ Bridge of Allan 11th May
- ♥ Errol 7th & 8th June (Main show day 8th)
- ♥ Moffat 28th & 29th June (run on the Sat & show Sunday)
- ♥ Glamis 12th & 13th July
- ♥ Biggar 17th Aug (bookings still available for this event)
- ♥ Scone 13th & 14th Sept

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

EAST OF SCOTLAND

Our monthly club evenings continue to be well attended, along with members of the other local Triumph clubs, which brings a little variety into proceedings..

There's a classics-only hill-climb at Doune on 17/18 May which should be an interesting event to visit (and the TR Register are holding their Scottish Weekend at the same time). A few weeks after Doune there's the large show at Thirlestane Castle, where we have a dozen or so Stags booked onto the club stand on 8th June.

Club nights continue to be held in the Hawes Inn

at South Queensferry on the second Monday of the month, starting at around 8pm, at which all members are welcome.

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

GRAMPIAN

By the time you read this we will have run our Drive it Day event. More details about it next month.

Spring has sprung and the season has really started. The weather is looking much better so we'll get out with the hoods down. Let's hope it stays. Many of us are part of the Grampian Triumph Club. This is an unofficial club for all Triumph owners which organises monthly meals (with partners) in different restaurants in the area. We also organise road runs, visits and an occasional weekend away. These are very sociable events. If you are interested in joining us let me know. There's nothing more to report so far so enjoy your Stag..

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

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

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

NORTHERN IRELAND

On Wednesday 26th March eight of us made the journey to the Ulster Transport Museum, which sits in a beautiful location near the village of Cultra in County Down, on the shores of Belfast Lough.

The museum houses many excellent exhibits tracing the history of transport and social change in Ireland through from a horse drawn slide (sled) to some of the more innovative inventions to come out of this small part of the World. One of the most fascinating was the Martin-Baker Ejector Seat, which was the invention of a local County Down man, Sir James Martin. To date it has saved 7,726 lives and still counting.

It was interesting to read Peter Robinson's excellent article in last month's SOC Magazine about the Harry Ferguson connection with Triumph and, as it happens, the Museum has an extensive exhibit of his work as both an aviator and inventor. Did you know that the four wheel drive system fitted to a couple of Stags in 1972 was also developed by Ferguson? As a County Down man myself, I feel I need to make one small correction to Peter's article. Harry was born in the townland of Growell five minutes from me and the last time we checked, we were not in the EU. (Although some would argue that with the Windsor Framework for goods, we are half in and half out.)

David Seeds

Brian Linden

Mobile: 07979954381 bflinden@aol.com

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OUT & ABOUT

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

COTSWOLDS

Returning to the last Saturday of the month, the 31st, with the usual drive and lunch, meeting point and destination to be advised by email. Should you be a first timer, by all means contact Mark or Rupert for a chat.

Hats off to the Snowhill Arms for maintaining reasonable food prices and hosting our skittles lunch with the Worcester Area. Less impressive was a surcharge to heat the skittle alley which reduced our number a little and led to sharing of players. With over 60 members on our patch it was disappointing that we struggled to raise a team and came second. Nevertheless it was an enjoyable social and thanks are due to Paul for organising and Julian and Judy for scoring. The opportunity was taken to invite Worcester members to join us on our trip to Morgan Cars and swell numbers sufficiently to qualify for discount.

Take-up for our September weekend away has been very positive however, with thanks due to Mark and Tania for seeking out the accommodation.

March saw yet more frustration on our monthly get together with our gathering point being inaccessible due to a road closure. Choosing a new meet location and communicating with the occupants of eight other vehicles, all en route, does the blood pressure no good whatsoever!

All turned out well in the end with a colourful convoy which included guests Peter and Pauline who hope to upgrade from Herald to Stag.

STROUDWATER NAVIGATION

For anyone who missed out on the very interesting

canal visit last year, Reg has kindly offered another opportunity, possibly joining a public tour according to numbers. Let me know if you are interested and I will make arrangements.

MORGAN CARS VISIT Saturday 17th May

This requires pre-booking but there may still be availability.

More than 20 Stags from multiple Areas are booked in for the Highnam Court Families Day on Saturday July 5th, we may well be the most represented marque. I can forward an entry form if needed.

The Diary Dates below should be considered advisory rather than a guarantee of Cotswolds attendance, and there are two new options:

GATHERING ON THE GREEN, Frampton on Severn Sunday 25th May

An open gardens charity event for Longfield Hospice, £10 per car and ONE garden ticket.

Booking required for classic parking on the Green, I can email an entry form if required.

GLOUCESTERSHIRE VINTAGE & COUNTRY EXTRAVAGANZA, South Cerney 1st - 3rd August

A major multiple interest show, I await advice on Car Club attendance from the organisers

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

DIARY DATES

- ✔ Sunday 11th May Classics at Prescott
- ✔ Saturday 17th May Morgan Cars visit
- ✔ 24th / 25th May Prescott Historique
- ✔ Sunday 25th May Gathering on the Green, Frampton on Severn



- ☛ Sunday 8th June Pied Piper Show, Highnam Court
- ☛ Saturday 5th July Family Day, Highnam Court
- ☛ 12th/ 13th July SOC National Weekend, Shuttleworth Collection
- ☛ 1st - 3rd August Vintage & Country Extravaganza, South Cerney
- ☛ Sunday 17th August Classics Nostalgia Vehicle Show, Tewkesbury
- ☛ 12th - 14th September Weekend away, Montacute

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

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THAMES VALLEY

A quiet month has passed with nothing to report on the club front. I did however take my car for a Youtube review shoot, although there were some inaccuracies in some of his facts I felt that my car performed well did not misbehave and received a favourable report. It was a long but enjoyable day and a nice item to include in the car's history.

For anyone that has not viewed the clip I'll include the link below.

<https://youtu.be/Ew7AWpqTazU?si=9MhMGSOJ3yEExA8T>

Events for the future include :
 Woodley Carnival Saturday 14th June
 Yattendon Classic Vehicle Day 29th June
 Berkshire Motor Show 6th July
 Swallowfield Show Saturday 24th / Sunday 25th August
 If you are interested in attending any of the above or can recommend any other event please let me know.

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, eating however is not compulsory so if you choose not to eat feel free to arrive a little later, your company if even for just a short visit is appreciated. All new attendees welcomed or maybe life's pressures have stopped you attending recently, do come along and support.

DIARY DATES

- ☛ Tuesday 13th May - Monthly N&N, Shire Horse, Littlewick Green.
- ☛ Tuesday 10th June - Monthly N&N, Shire Horse, Littlewick Green.
- ☛ Tuesday 8th July - Monthly N&N, Shire Horse, Littlewick Green.

David Yapp

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WILTSHIRE

If you haven't had your Stag out topless in the 3 weeks from 25th March, then I'm not sure if you ever will. The sunshine has been off the scale.

Our April meeting started as a bit of a shambles, after agreeing in our March meeting to meet at the Crown, Bishops Canning, and having spoken to the landlord to agree our visit, we turned up at The Crown, (luckily early) to find a notice on the door stating that it only opened Wednesday to Sunday, so we quickly used the power of Social media to change the venue with the result that we managed an attendance of ten at the Milkchurn Melksham

The main topic was a video of John Goffs Stag engine, unfortunately it has developed a distinct tapping noise which it had developed quite recently, there being no engine work preceding this event, the consensus of the meeting was that it was more than probably a broken valve spring, we wait the official outcome, from Johns local garage Townsend Motors Broughton Gifford.



Apologies were made about the cancellation of the Sunday Run & lunch of the 26th March, Mothers day being the culprit, We now have a run organised for Drive It Day on Sunday 27th April, meeting at the Castle & Ball at 11am, the run will finish at the Bell at Longbridge Deverill.

The morning after our meeting I had a call from John Garnett, telling me that he had an issue with his main beam lights on the way home, although they came on they were very dull, its the first time he'd used the car in the dark since it had come back from the body builders. The dipped headlights were fine, I gave him a few tips to help him identify the problem, another issue where we await the true cause.

We have ten, yes ten stags booked on our "Wiltshire Stags go to Wales" this year, we are in the early stages of planning the event so hopefully we will have the detail by our June meeting.

We mentioned in the meeting The SOC National day at the Shuttleworth collection, several have already booked accommodation for the weekend, July 12-13th it's £20 per car (irrespective of number of passengers). Entrance on the day, not in an SOC Stag will be £17.50 per adult

It appears a popular thing to do at the moment, for establishments is to put on a Classic car coffee meet on a Saturday or Sunday morning, I took the Stag along to one

at Petroyle, a relatively new Classic restoration business located near Burford, it was beautiful sunny morning, so a great drive across to the event. There were around 50 or so cars there, but sadly the majority were modern Aston Martin's, BMW's and Porsches (probably classics of the future) with no more than ten, what I would call real Classics, but they did a great breakfast bap.



Our next meeting will be on the first Tuesday of April, the venue, The MilkCurn in Melksham SN12 6AD

Details off all the our events and venues that we will be attending as Wiltshire SOC will be included in our online 2025 Diary <https://www.stag.org.uk/wiltshire-area-welcome-page/wiltshire-soc-diary-2025/> 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 more popular during the winter months

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

The Wiltshire Area SOC Club night, February – November is held on the First Tuesday of the month from 8pm, at the The Crown Inn, Bishops Canning, Devizes SN10 2JZ unless the diary says different.

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

WILTSHIRE AREA WEBPAGE

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

Glyn James

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OXFORD

As per the norm for the Oxfordshire area, there was another new venue for the meet up as we all travelled to our most southerly location last time out with The Packhorse at Milton Hill the chosen location for the meet up this month.

There was again a great turnout, with around 15 people enjoying some great food, a drink and good old natter. For the first time this year a total of five Stags had travelled down, which was great to see and it was also a pleasure to finally meet the new members, Caroline and Derek Tyrell and Stephen Dance who joined us for the first time.

For Stephen I think he found it a very useful experience as he happened to mention that he was yet to own a Stag so used the meeting as an opportunity to network with the other members, resulting in him being added to

the WhatsApp group. This again proved a valuable forum as he was able to obtain enough advice from the more technical savvy members of the Oxfordshire group to gain confidence in what to look for when purchasing a Stag. This advice resulted in Stephen purchasing an immaculate looking 1974 Carmine Red Mk2 purchased from the team at Stagbay after several area endorsements.



It's another example of how our WhatsApp group can be of real value for all members and demonstrates the benefit of being in the owners' club.

Aside from the monthly area meet, and with the weather improving a few more regular events are now becoming commonplace within the area. The Hook Norton Classic Car meet was having its last outing at the temporary venue in the Wychwood Business Centre and the Banbury classics on the cricket club continues to draw in crowds.

April also saw the return of the monthly 'Gaydon Gathering' at the British Motor Museum which I had the pleasure to attend and the range of cars on show was extensive, covering every type imaginable. There really was something for everyone a sprinkling of cars from pre-war times represented by a rare Alvis, immaculate Lancia's from the 60's right through to modern day classics from Porsche and Ferrari.

No car gathering is complete without the Stag and there were at least four I could see including one very tidy looking blue one that was for sale and generating plenty of interest. The highlight if this event features one of the models from the museum doing a 'drive past' and the model chosen this month was a 1997 Paris Daker prepared Discovery, which made quite a sound...

Don't forget if you have a story to tell that you think



At Boscombe Down Aviation Collection

would be if interest then please reach and you are of course welcome to join our monthly meeting, which now cover off the entire area.

DIARY DATES

May

- ✔ Hook Norton Classic Car Meet at The Hook Norton Brewery – 11th May
- ✔ Gaydon Gathering at British Motor Museum – 13th May
- ✔ Banbury Car & Bike Meet at Banbury Cricket Ground – 14th May
- ✔ Chilton Hills Vintage Rally at Weedon, Aylesbury – 18th May
- ✔ Oxfordshire Area Meet at The Ben Johnson Pub – 29th May

June

- ✔ Banbury Car & Bike Meet at Banbury Cricket Ground – 5th June
- ✔ Hook Norton Classic Car Meet at The Hook Norton Brewery – 8th June
- ✔ Gaydon Gathering at British Motor Museum – 8th June
- ✔ Abingdon Air Show at Abingdon Airfield – 14th June
- ✔ Oxfordshire Area Meet at The Red Lion Chalgrove – 26th June
- ✔ Launton Classic & Retro Car Show at Launton Sports Club – 28th June
- ✔ Bloxham Steam Rally at Smiths Field, Bloxham – 28th to 29th June

OXFORD AREA WEBSITE

<https://www.stag.org.uk/oxfordshire-area>

Richard Green
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oxford@stag.org.uk

SOLENT & NEW FOREST

Oh dear! Once again, David and I forgot to duck when the nominations were suggested at the AGM, so we both got re-elected as Coordinator and Deputy Coordinator again. We definitely need a better plan for next year!

Our 2025 calendar got off to a 'flying' start, thanks to David and Sally's usual planning and attention to detail. We all met in Wickham Square on a bright, sunny Sunday morning, twelve Stags blinking in the unaccustomed sunlight. We set on a well-planned route through the Spring countryside, stopping at a 19th century church for a viewing. Continuing on, we got to Cobbs garden centre, outside Kingsworthy for a coffee stop, where many of us felt obliged to sample the sausage rolls offered for sale, as they came highly recommended!

Back on the road, we continued on to our destination, Boscombe Down Aviation Collection.

Set just outside Salisbury, it is a rather wonderful collection of planes, parts of planes (mainly cockpits, the interesting bit!), and ancillaries, ranging from iconic WW2 planes to Cold war jets.

After parking in our 'special' area in front of the hanger, we whiled away a few enjoyable hours. Margaret went on the flight simulator and discovered that you can land a Typhoon Eurofighter on the grass, although I'm not sure if 'Switching it off and on again' really would repair the damage done!

The two David's decided to try out the Dakota cockpit for size, just to see if it was as snug as it looked. For a moment it seemed that a shoe horn and a pound of butter may be needed to get them out again!

I think we all agreed that the bar has been set rather high for the rest of the year, so we will now see what 'Drive it Day' brings.

DIARY DATES

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

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

SOLENT & NEW FOREST AREA WEBPAGE

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

Ian Knight

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OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:

Steve Kiefer, Locksbottom, Kent

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EAST SUSSEX

The first major outings of the season have already taken place: 'Drive it Day' in April and Eastbourne's 'Magnificent Motors' in early May. Full reports of these two events will appear in future issues.

Our members are now looking forward to a busy car show season. We are lucky to have so many popular events on our doorstep. Highlights are usually the Cuckoo Spring Fayre at Laughton, the Senlac Classic Car Show at Rye and the Broyle Country Show near Lewes. Our club has always had a lively presence at these meetings and several members are intending to visit all of them this year! Full reports will be in future issues of the magazine.

Another cohort are looking forward to a four day trip to the Isle of Wight in June. One of the inspirations for this expedition is the iconic Military Road in the south of the island. This stunning thirteen mile undulating route is reputed to be one of the top five drives in the whole of Europe! It takes in the dramatic south west coast and awesome views across the chalk cliffs. Let's hope the weather is kind and so the experience can be fully appreciated.

Meanwhile, we all need to join in with a chorus of 'Happy Birthday!' Derek Budden sent us a picture of his beloved Stag which he bought as an abandoned project in December 2021. It took just four months to complete the restoration and she finally went out on the road in April 2022. Since then, Derek and Sara have enjoyed three years of driving fun! They regularly can be seen towing

their other passion, a 22' Keelboat across the UK and even into Europe! Good luck to them later this year, when they journey to Holland for another sailing regatta – hats off, and many happy returns to their Magenta pride and joy!

Sandy Gent on behalf of Bryan Gregory

DIARY DATES

- ✔ Breakfast meeting: Saturday, 10th May
- ✔ Breakfast meeting: Saturday, 14th June
- ✔ Cuckoo Spring Fayre, Sunday, 25th May
- ✔ Senlac Classic Car Show, Sunday 15th June
- ✔ Broyle Country Show, Sunday, 29th June

EAST SUSSEX AREA WEBPAGE

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

Bryan Gregory

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KENT

2 8 People attended our April meeting at the Dog and Bear in Lenham and we even managed 7 stags, with 2 brave souls with the hoods down!

We welcomed another new member David Eastman with his white stag. I am pleased to say we seem to be attracting new members to the meeting every month and a steady stream of new members to add to the already health total Kent membership of over 230.

This month we greeted Oliver, a guest from Scenic Car Tours who had come to introduce himself and Scenic Car Tours and bring some amended paperwork for the road books issued to the 5 members that are going to the European Stag Meeting in Germany and then on to a 4 night stay in the Black Forest.

Items for discussion included our Drive It Day trip to Asburnham Place in East Sussex, we have 21 cars registered for this event with 23 people enjoying an afternoon tea on arrival, with others just coming for the drive. Faversham Transport Festival on 18th May, meet in Mackenades car park on the A2, (time to be confirmed) for the short drive in convoy into the town to all park together. The Bucket and Spade event on 1st June with 2 car meets, one at the start, then the drive and the 2nd meeting on the cliff top in Ramsgate.

We also hosted an autojumble with Stag parts kindly donated by a friend of Lesters, with all proceeds going towards Pilgrims Hospice, raising £150 on the night with



plenty of spares left over, I have sent an email with a full list of parts to you all. This is the first part of our main charity event for the year with Wendy hosting an open house day on 6th July. This is your opportunity to spend some time beside the sea at Minnis Bay as Wendy's house is only 4 houses from the sea at the end of the road. You can enjoy some good company amongst friends with refreshments provided for a modest donation and even put your car on Lesters 2 post lift to view the underside and perhaps find that annoying rattle!

Don't forget that a full list of our planned activities can be found on the Kent Area section of the members website.

Finally if you are not receiving emails from me please let me know as we have some members with either incorrect email addresses or no email address, these we are in the process of contacting to try and obtain the correct details

KENT AREA WEBPAGE

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

Derek Hewett

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SOUTH EAST LONDON

Hi folks! With a bit of luck you will be reading this – the editorial deadline has come and gone already!

The more observant of you will have realised that I didn't write an article for the last mag. Most of you that know me know already, but I had an unintended 2 week stay in hospital, I was a bit poorly.... But I'm mended and back in business thanks to our wonderful, but very over stretched NHS!

Despite that, I don't think I have a huge amount to report really. Show season hasn't kicked in yet, but as ever the breakfast meets are coming around thick and fast. I went to the Moat last weekend and met up with Martin and Dave DJ1. Neil went to the Gardeners arms in Ardingly, Mike's H and C, Paul and Rick went to Titsey Brewery, so there's plenty going on.

There were some great cars at the Moat. There was a lovely old Austin Truck – I'm going to guess Austin 7 based, but my knowledge is a bit thin on Vintage Austins – it looked good though. There was also some vintage Aston Martins and Bentleys in attendance. I was fascinated by a Léon Bollee 3 wheeler, from 1897! The owner was telling me that it predates the spark plug! (I've just googled it and according to Wikipedia Léon Bollee allowed Wilbur Wright to use his factory when visiting France to demonstrate the Wright brother's aircraft 9 years after this was built!)

The diary dates look a bit thin, but between writing this and it being published, we've got Drive it Day and a Chinese meal so there are things going on! These would

have been reported in last months article if I'd written it!
Best Wishes Dave H.

DIARY DATES

- ✔ 1st May - Monthly meet at the Bo-Peep (BR6 7QL)
- ✔ 5th June - Monthly meet at the Bo-Peep (BR6 7QL)
- ✔ 12th June – meal at Smith & Wesson Lingfield.

Chris Skinner

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SURREY

I need to start this report with an apology in the March magazine I had said that there would be a meeting on the 17th March it should have read the 17th February which should have been in the February magazine, so I'm sorry Graham that you were the only one at the Fairmile on 17th March. Perhaps I should be publicly flogged later in the year.

Our planned car show at Liberham Lodge care home had to be cancelled due to an outbreak of Norovirus at the home, we still went ahead with the planned lunch at the Thatchers in East Horsley, the Sunday roast was great we all enjoyed it and always great company with the SOC members, the car show will take place a little later in the year.

DIARY DATES

- ✔ 11th May Leatherhead car show just turn up on the day and pay for entry at the gate and it has been cash only on entry
- ✔ 19th May meeting at the Fairmile from 7pm
- ✔ 14th June BBQ with Keith and Sue if you could please let me know if you are coming as we will need to numbers for catering, I will let you know the details nearer the time.
- ✔ 23rd June meeting at the Fairmile from 7pm
- ✔ 12th - 13th July National weekend at the Shuttleworth collection
- ✔ 21st July meeting at the Fairmile from 7pm

SURREY AREA WEBPAGE

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

Gary Sorfleet & Matt Gravett

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WEST SUSSEX

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

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OUT & ABOUT

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

SOMERSET / DORSET

Our March Sunday Lunch N&N was very successful and prior to lunch we visited the Fleet Air Arm at Yeovilton for another tour of the museum, with Mike kindly taking us around with more stories of his time in the FAA and the aircraft he worked on. Our lunch was at The Sparkford Inn where we were able to take our time to eat, drink and chat. During the chat, it was suggested we should stay with Sunday lunches instead of the evening N&Ns as more people were attending the lunches than the evening meetings. See more details later.

This month I made it to the Sturminster Newton car meet on Saturday the 5th April and as the weather was a sunny dry day with clear skies the car park filled up very quickly. Other Stags had managed to get in and it was good to meet up with Nick & Alice and Derek Andrews and their respective Stags again. I also met John Dillon, a member who's Stag I had seen before but never met the

owner. However, this time I did manage to have a chat just as he was leaving, good to meet you John and hope you can join us at some of our events.

I had mentioned the new classic car meets at Compton Abbas airfield and the first was the next day, Sunday 6th April and Janet & I were going to have a look. Jane & Mark had decided to join us en route and Tim & Wendy were meeting us there. Another superb day of clear skies and as expected, very busy with the car park almost full as we arrived. As I parked, I noticed the car next but one to me was the Fastback Stag, unfortunately no owner nearby, but plenty of interested Triumph people around it. I did notice it now had its original registration number plate. There were a couple of other Stags in the car park I had not seen before and again no owners. We decided to try and find a coffee, but wandering through all of the cars took quite a long time and even longer in the queue, especially for Tim & Wendy who kindly queued and got the coffee and cake for us. Hopefully they will try and organise more staff and coffee outlets for future events. On our way back to our Stags, we met Danny & Julie who had arrived a little later



The Fastback Stag at Compton Abbas



and had plenty of parking space now.

Although we are changing the day we have our N&Ns, we still had a last Wednesday evening meet at The Lime Kiln on the 9th April before having our Sunday Lunch N&N on the 13th, which will be reported in the June magazine. It was a good turnout for the Wednesday evening N&N with a few Stags in the car park as the weather was still bright and sunny as we arrived, but clear skies and chilly when we left, especially with the top down. It was a good but very leisurely meal due to staff shortages and a busy pub; seems to be a theme at the moment. Until further notice we will continue with Sunday Lunch N&Ns. These will therefore need to be booked at least a week in advance so keep a look out for emails as I will need to know numbers.

Pete Dennis has now arranged a visit to Boscombe Down Aviation Collection at Old Sarum on Sun 22nd June. Let me know if interested and I can put you in touch with Pete.

Unfortunately, we do not have many confirmed events this year, so keep an eye out for emails and WhatsApp messages in case someone has a good idea.

If you would like to join our WhatsApp group, please drop me an email with your mobile number and permission to set you up on our WhatsApp account.

DIARY DATES

Please note, we will be continuing with Sunday Lunch N&Ns until further notice and at a selection of venues TBC. Please check with Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.

- ✔ Sun May 18th – Sunday Lunch N&N. Venue TBA.
- ✔ Sun June 8th – Sunday Lunch N&N. Venue TBA.
- ✔ Sun June 22nd – Visit to Boscombe Down Aviation Collection.
- ✔ Date TBA Aug – Kens Mystery Tour.

Garry Martin

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CORNWALL

RevIEWS of previous meet ups, plus all details around the future meetings are sent each month in the email sent to all the Cornwall SOC members.

If you are a SOC member in Cornwall but not getting my emails, or indeed a SOC member elsewhere in the UK and would like to be aware of what's going on here, please just send me your email address and I will include you in the future Cornwall updates.

DIARY DATES

- ✔ May 4th - Pasty Run to Carleen Village Hall TR13 9QP
- ✔ June 1st - Bodmin Railway
- ✔ July 5/6 - Haynes Museum and RNAS Yeovilton weekend
- ✔ July 20th Wadebridge Wheels
- ✔ August 3rd - Blissland Inn lunch at 12 noon and Bodmin Airfield or a moorland walk
- ✔ September 7th - Penmorvah Manor Hotel lunch and Glendurgan Gardens
- ✔ October 5th - Falmouth Boat trip or Heligan and Jamaica Inn
- ✔ November 2nd - Wheal Martyn Clay works museum PL26 8XG
- ✔ December 13th - Christmas dinner at Penmorvah Hotel
- ✔ January 4th 2026 - AGM 10.15 for a prompt 10.45 start
- ✔ February 1st 2026 - Trethorne Leisure Park lunch and bowling Launceston PL15 8QE

Mark Colton-Taylor

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Sunday 23rd March saw Devon Area SOC get together with the TSSC and the Dolomite Club at The Waie Inn for our annual skittles match. This was postponed from last November when Devon was caught in the jaws of Storm Bert, on that day the Waie Inn warned us that they were not opening due to the devastation on the roads surrounding them.!



This is always a well-attended event with the friendly rivalry between the three clubs leading to much 'sledging' (a form of psychological warfare aimed at disrupting the opponent's concentration and confidence) as people try to

complete their go at toppling the skittles.

Following over an hours intense competition across two alleys, nearly 40 of us retired to the our own private room to enjoy The Waie Inn's Sunday roast. Before the lunch Claire Purser, who we all thanked for organising the cross-club event, announced the prize winner: best individual score, lowest individual score and best junior before revealing which team took the (belated) 2024 trophy. I regret to announce that SOC were beaten into second place by one point by TSSC. The rematch will be back at The Waie Inn on Sunday 23rd November 2025, get it in your diary now – your club needs you.

With the lighter evenings and the sun shining we move away from Sunday get-togethers and see the restart of our Wednesday evening Noggin & Natters, and we move into the show season. Watch your emails, our Devon Area Facebook page and the Devon Area website for details.

Our big event in May is the ever popular Treasure Hunt and BBQ at Sue and Mark's. If you have not had details through to your email please contact me at devon@stag.org.uk.



We are also in the final throws of planning for Devon's biggest show of the year, The Powderham Historic Vehicle Gathering. This is held over two days on 12th -13th July at Powderham Castle. It is an extremely well attended show with a fantastic range of vehicles and, of course, the Devon SOC display area. You can come along for one or both days with our without your Stag, and camp overnight if you wish. Again, you should have had booking details through, if not then contact me (devon@stag.org.uk).

In Devon, throughout late Spring, Summer and early Autumn we are lucky to have shows most weekends, some weekends there are more than one. On our Devon Area website page we try to maintain a current list with as much detail as we know. It is unusual not to find a Stag or two at most of these event, so why not go along as either an exhibitor or a visitor, perhaps I'll see you there.

It is good to see the Devon area membership continuing to grow, and this month we welcome Brian & Jeanette Sculpher. I hope you are good at skittles!

DEVON AREA WEBPAGE

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

Claire Purser

Mobile: 07768 848676 devon@stag.org.uk



WEST WALES

Unfortunately, we were a small number for our first evening drive of the season and our N&N for April, as a couple of our members were unwell and one or two members' Stags were off the road with mechanical problems. South West Wales area coordinator, Clive Perman, drove down from Swansea to join us for the meal, but not for the drive as his Stag had developed a worrying engine knock a few days earlier, and requires further investigation before being driven. We hope you get it fixed soon, Clive.

Having said all that, on the evening, three Stags and their owners gathered at the Roadhouse restaurant, Whitland, on a lovely, sunny, April evening, and set off on a very pleasant drive through south west Carmarthenshire, stopping off for a photo call in front of Laugharne Castle, then continuing past Pendine Sands (home of the famous land speed records) before returning to the Roadhouse for a very enjoyable meal. Despite the small number, it was a very pleasant evening, and a good start to our Stag-driving season.

Later in April, we are planning to hold a longer day trip for National Drive It Day on Sunday 27th April. Clive Perman has planned and organised a route and day out for the West Wales and South West Wales areas, from Carmarthen, via Llandeilo and Builth Wells, to Llandrindod Wells in mid-Wales, and it promises to be another enjoyable day trip. Hopefully, I will be able to report fully on this in the June magazine.

Looking slightly further ahead, we are hoping to attend the Swansea Classic Car Show at Singleton Park on Monday 5th May, and to have a joint SOC stand with the South West Wales area. Again, I will hopefully be able to report on this in the June magazine.

Our N&N and evening drive for May will hopefully be taking place on Tuesday 13th May. This is yet to be

arranged, so please get in touch with me for details of times and venues, and we would love to see some more of our members, from West Wales or further afield, come and join us for our evening drives and N&Ns. If you have any suggestions of suitable routes, or venues for food, then please let me know. It would be nice to include a wider variety of places to visit, throughout the West Wales area.

Looking a little further ahead, the Pembrokeshire Classic Car Club will be holding their annual show on Carew Airfield on Saturday 7th June. This is usually a very good show, with lots to see and do. We hope once again to have a good turnout of Stags from the West Wales and South West Wales, and even have a SOC stand, if we can arrange the space for our gazebo. There is no need to register in advance, but please let me know if you would like to join us on the SOC stand/display, so that we can coordinate times to arrive on the show field together. Details of the show itself can be found on the Pembrokeshire Classic Car Club website.

The West Wales Area usually meets for our monthly N&N on the second Tuesday of the month, at various venues, but in the summer months we plan an evening drive, ending at a suitable venue for food and socialising. 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

- ✔ Mon. 5th May Swansea Classic Car Show Singleton Park, Swansea
- ✔ Tues. 13th May Evening drive and N&N tba
- ✔ Sat. 17th May SOC Coordinators' Meeting British Motor Museum, Gaydon
- ✔ Mon. 26th May Vale of Glamorgan Classic Car Show Sully

- ✚ Sat. 7th June Pembrokeshire Classic Car Show Carew Airfield
- ✚ Tues. 10th June Evening drive and N&N tba
- ✚ Sat./Sun. 28/29 June Towy Valley Vintage Show Pontar-gothi Showground

Nick Cale

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SOUTH WEST WALES

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

As we start our season of evening runs and N&Ns the first was on 16th April. Members met at Pont Abraham at 18.15 and we were leaving at 18.30 in the dry but cloudy evening. A good turnout for the first run we had 5 cars. It should have been 7 but unfortunately one pulled out a day early and my car was not on the road in time. Our route took us through Fforest and onto Pontarddulias. From there it was on to Lunon then passed Ffos Las from here it was down to Pembrey and Burry Port a quick stop for a photo then off towards Llanelli. Out along the coast road and passed the Wetlands Centre up to the A484 and then to Gowerton and The Harvester for food. The run itself

was quite good with little traffic we did get held up shortly by some cyclist but other than that it went well. A photo at Burry Port Harbour before heading towards our food venue The Harvester in Gowerton. As we have been to The Harvester before we knew that the food would be good and we would be well looked after by the staff and it was as expected.

The conversations during the evening was varied and started with the timing chain replacement for my car (hence the reason it was not ready). The chains were well passed their sell by date and I think I was very very lucky that it didn't go bang in a big way. Yes there was a slight rattle on start up but nothing else and had been for a while but last week it developed a knock but once running it stopped. Following on we talked about Drive it Day and how many of us there would be. At the moment there should be at least 7 Stags with two add-ons a Frogeye and a MGA. While we have a couple from West Wales joining us we are hoping for a few more. We all said we were looking forward to it. Our run on Drive it Day will be to Llandrindod Wells hopefully the weather will be good. Following that the next show was brought up and that is The Singleton Park Classic Car Show on 5th May. There are a couple of us who have registered for this may be a few more will. At last years show the weather forecast was bad with strong wind and rain but that did not materialise and it was breezy it was dry.

Clive Perman

DIARY DATES

- ✚ Drive it Day 27th April 2025
- ✚ Singleton Classic Car Show 5th May 2025
- ✚ N&N & Run 21st May 2025

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SOUTH WALES

Well spring has finally sprung and the greatly anticipated first run of the year took place on 1st April 2025. All the cars looked fantastic in the spring sunshine after a lot of post hibernation polishing and we had a bumper turnout. The following report on the run was generated by Colin Evans.

Evening Run on 1st April 2025

Having written the monthly report, from the South Wales Area for the last 6 years, as Coordinator, I know how difficult it is to find something new to say. With that in mind at the Area AGM we decided that the volunteer who organises the "evening run" would also write the report for the run. With that settled I sat back to enjoy my retirement from the task only to find that the first "Evening Run" of the year was mine!! So the next few paragraphs are written by me (Colin).

A short evening run, early in the year can be a tall order especially as it was only 2 days after the clocks went forward. Luckily the weather was ideal and contributed to the daylight lasting more or less to our destination in Caldicot at 8pm.

We met up as usual at the boating lake in Cwmbran to find many had arrived already. A combination of fine weather and the first evening run of the year resulted in what was a very good turn out with 12 Stags in all plus a Merc SL. We even had members who had travelled from Builth Wells to be with us (well done Gary and Carter). We set off in convoy through the Monmouthshire countryside driving through Llanfrehchfa, Carleon with its ancient castle walls, across the bridge and on to "Catsash" following the road which hugs the Celtic Manor golf course. We crossed the main road and went through the Gwent Levels to our destination, The Haywain in Caldicot. Leading a convoy is a responsibility and on this occasion I am pleased to say we

didn't go wrong, and everybody enjoyed themselves.

It was great to be out driving the Stags again and meeting up with everyone.

We have many activities planned for the year. The Monmouth and Border Show on 4th May (we have 8 Stags attending) and the Rockfield Studio Tour on June 6th (12 Stags attending) are couple of highlights.

We welcome all Club members in the South Wales Area or further afield. We keep in touch by email and WhatsApp. 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 which normally end at a pub for light refreshment.

DIARY DATES

- ✔ Sunday 4th May Monmouth and Border counties show
- ✔ Tuesday 6th May Evening Drive
- ✔ Sunday 11th May Caldicot Castle Show
- ✔ Saturday 17th May Panteg House Show
- ✔ Sunday 25th May Abergavenny Steam Rally
- ✔ Monday 26th May Sully Show
- ✔ Tuesday 3rd June Evening Drive
- ✔ Friday 6th June Rockfield Studio Tour
- ✔ Sunday 8th June Highnam Court
- ✔ 14/15th June Dig for Victory, Wraxhall Somerset

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

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BRISTOL

New Co-ordinator required



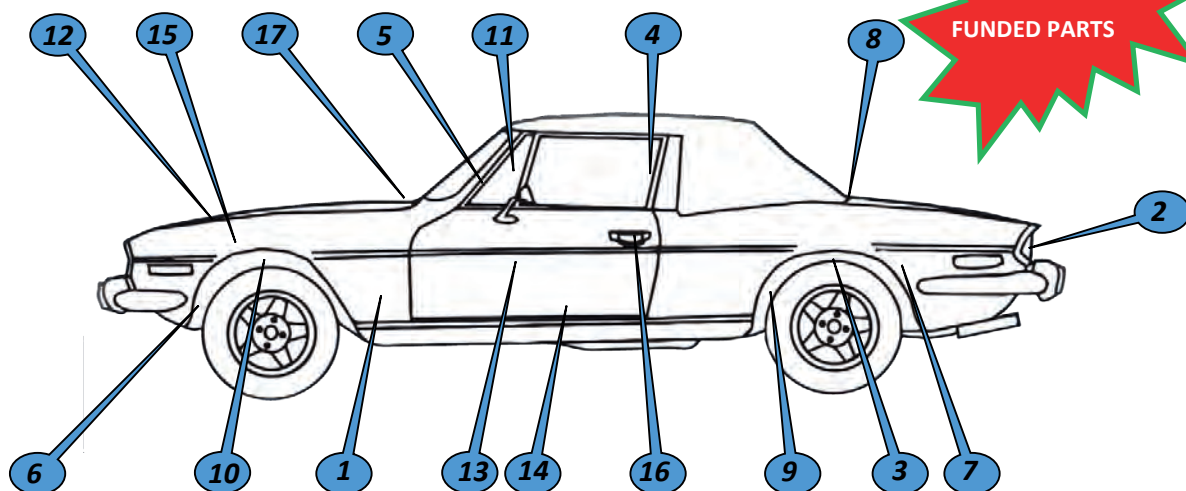
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YOUR CLUB NEEDS YOU AREA CO-ORDINATORS – WHAT'S INVOLVED?

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

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

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

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

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



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