

IN THIS ISSUE

DRIVE IT DAY / THE BICESTER SCRAMBLE
SWITZERLAND GRAND TOUR / A TRIP TO NORFOLK
DODGY COIL CONNECTION / A CALL FOR "YOUNGER" MEMBERS

ISTAG OWNERS CLUB

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Peter Robinson, Clive Tate, Lesley Phillips

COMMITTEE MEMBERS



Chairman: Richard Smith

Email: chairman@stag.org.uk Tel: 07768 517284

Best times between 17.30 - 19.00 weekdays

Treasurer: Clive Tate

4 Pitchill, Harvington, Evesham, Worcester WR11 8SN Tel: 07711 938509 Email: treasurer@stag.org.uk



Secretary: Tracey Cooke Email: secretary@stag.org.uk Tel: 07549 916568

> Vice-Chairman: Peter Robinson Aslacton, Norfolk

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





Tony Lapworth
Hinckley, Leicestershire
Tel: 07906 971960 Email: tonylapworth@stag.org.uk

Chris Elgar Tel: 07506295987 Email: chriselgar@staq.org.uk





Andy Hedley Email: andyhedley@stag.org.uk

> **Glyn James** Email: glynjames@stag.org.uk



Peter Jones Email: peterjo

Email: peterjones@stag.org.uk

Peter Turgoose Email: peterturgoose@stag.org.uk



OFFICERS

Membership Secretaries

Marilyn & Peter Robinson

The Old Rectory, Aslacton, Norfolk NR15 2JN

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

SOC Registrar and Historian

Peter Robinson

Email: registrar@stag.org.uk

Club Insurance Officer

Anthony Monaghan

Email: insurance@stag.org.uk

Co-ordinator Liaison Officer

Peter Jones

Email: coordinatorliaison@stag.org.uk

International Liaison Officer

SITUATION VACANT

Standard Triumph Forum representative

Andy Hedley

Magazine Editor

Carl Fuss

Whitehill, Hampshire. Mobile: 07778 355137

Email: editor@stag.org.uk

Marketing & Press

The Marketing Team marketing@stag.org.uk

marketing@stag.org.uk

Show Secretary: Shows, Budgets & Area Equipment

Kevin Grace Mobile: 07525901229

Email: showsec@stag.org.uk

Advertising Officer

Roger Kennedy publicity@stag.org.uk

Security Liaison Officer

SITUATION VACANT

Email: security@stag.org.uk

Technical Advice Co-ordinator

Mike Allen

Tel/Fax: 01233 813648 Mobile: 07711 431430

Email: michael.allen@stag.org.uk

SOCTFL Chairman

Paul Smith

Email: soctfl@stag.org.uk

Social Media

David Waite

Email: socialmedia@stag.org.uk

Club Website

For content: Roger Gray

Email: webeditor@stag.org.uk

Anything else

Email: webmaster@stag.org.uk

Forum Liaison

Paul Smith

Forum username 'Committee Liaison'

Modified Stag Co-ordinator

Andy Phillips

Email: modified@stag.org.uk

GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

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

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

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

Back Issues

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

Technical Queries

Members are invited to contact the Technical Advice Coordinator, 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





ots of you out for Drive it Day as you can see in this magazine, the next big one is the European meeting.

SCAM EMAILS. We're getting lots of these recently so follow this advice:

If you receive any email that looks suspicious from the Club or someone within the club - **delete it**. Salutations like 'My Dear Friend' or questions 'are you free to chat' and lately 'you haven't replied to my recent email' are all indicators of skullduggery. Always hover over the senders email address and see if that gives you a different address to that displayed, another sign of misbehaviour.

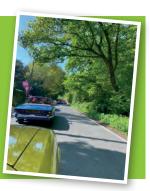
Think, why would 'my dear friend' send me an email checking if I were available for a chat, surely they'd just ring me! Recently one or two officers have received emails from supposedly Wordpress and WooCommerce – **Delete them!** Even our club's administrators on our website should not get these.

A few of you may have noticed that your May magazine had a few pages missing or pages in the wrong order. If you're one of those please contact the membership secretary for a replacement copy of your magazine.

Carl Fuss

19806 <mark>202</mark>

Front Cover: Stags on the road Pic: Andrew Smith Back Cover: Bamburgh Castle Pic: Northumbria area



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

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.

Are You Going
Stag National Weekend
July 12/13th at
Shuttleworth Biggleswade

Pre booking essential

Ticketed entry only

Members £20 per car

Booking Via SOC web
Including all occupants

Ticket includes access to Shuttleworth collection,
Swiss Garden and Summer Fete

Closing date for bookings 27th June 2025

Non members welcome at £30 per car

But booking required direct via the Shuttleworth Web Page

https://shuttleworth.digitickets.co.uk/category/63999

Stag Owners Club National Weekend At Shuttleworth July 12/13th

Have you thought of making it a weekend?

Rooms are available at the house on site in the dormitory

Twin Bedroom at £80 per night

Rooms are basic with water at a sink but showers and male and female toilets are in the corridors

Booking for Friday, Saturday and Sunday nights is via the Shuttleworth web site

www.Shuttleworth.org

Any problems contact

Georgia French - Weddings and Venue Hire Manager

-Tel: 01767 627922

Email: Georgia.French@shuttleworth.org



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

- 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.

WORCESTERSHIRE BLUEBELL & DAFFODIL TOUR

run which had to consider the vagaries of Mother Nature! The idea was to drive to see the Bluebells along Jubilee Drive Malvern and then the Daffodils in Dymock near Ledbury.

A route was planned starting at Stanbrook Abbey Callow End near Worcester originally built in 1838 for Benedictine Nuns before being sold to the Hand Picked Hotel Group. After the obligatory coffee a conducted tour of the Abbey was arranged which we all found fascinating. The route then had to be hurriedly re-planned as the road between Ledbury and Dymock had been closed due to roadworks.

The organisers, Howard & Val regularly drove along Jubilee Drive and then over to Dymock to check on the display of flowers, but because the Bluebells were a little late in blooming it meant the Daffodils were starting to die off. The display of Daffodils in the grounds of Stanbrook Abbey were particularly spectacular however which made up somewhat for the disappointment of the dying daffodils at Dymock.

Nevertheless 2 Stags, 2 Mercedes, a Skoda, a Volvo and a Tesla set off in convoy

driving through Malvern Town Centre then up through the Wyche and along Jubilee Drive. Bluebells were evident all the way along with an amazing display on Bluebell Field. We stopped at Evendine Well and sampled natural Malvern Spring Water. If it was good enough for the late Queen Elizabeth, its good enough for us!

The convoy continued on towards Dymock driving through the market town of Ledbury arriving at Vell Mill Daffodil Meadow, a nature reserve of literally thousands of wild daffodils, which unfortunately were 'past their best.'

The tour finished at Roses Garden Centre a few miles up the road where everyone enjoyed an excellent and good value meal.

Howard & Val Allen







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he next stage of our route took us along the bottom of the valley towards St Moritz. Without even blinking, we found the main road took us around St Moritz. But by now we were thinking about an evening meal and finding our accommodation, so we drove on, resisting the urge to do a U-turn and seeing what all the fuss is about the place.

Having tried to find affordable accommodation and failed in this ritzy resort, my wife had booked us in a modest hotel in Sur on the main road beyond St Moritz. This meant crossing the Julierpass at a mere 2,284 metres. A pleasurable experience indeed. This was a contrast to Fluela pass, being much more lush and considerably less barren.



The Hotel Eidelweiss in Sur was basic, spotlessly clean and situated at the bottom of this mountainvillage. The food was good home cooking cheerfully served by madame. Only the youngest daughter spoke any English, but we managed with our school day German. We enjoyed an after-supper evening walk up the hill to the local church and strolled down in light cooling rain before hitting the pillow. We had been blessed with beautiful warm weather, with awesome inspiring scenery and were nicely tired with all that fresh mountain air and slept most soundly.

The start of the next day needed me to fix the rear nearside indicator. I noticed when deactivating the alarm / immobiliser this bulb did not flash. So, whilst my wife sorted the bill and brought the luggage across to the car, I dismantled the assembly and removed the bulb. It had not blown so this was a matter of lack of earthing etc. After cleaning up the contacts copious quantities of WD 40 were sprayed in the area. And bingo — everything worked as it should. Every Stag should carry a can of WD 40!

Safely in the knowledge we were road legal, we headed on round to Sarognin and Thusis at which point we started the climb up the San Bernardino pass (,066 metres). My wife was driving up and after a few hairpin bends came upon an old boy who had just come off his large and heavy BMW bike, spilling a near full tank of petrol across the road. He had unfortunately misjudged the sharp turn at the end of the short straight. The car in front had stopped as we did to give assistance. The old boy (probably similar age to me as my wife reminds me when I complain about other old road users) was shaken but





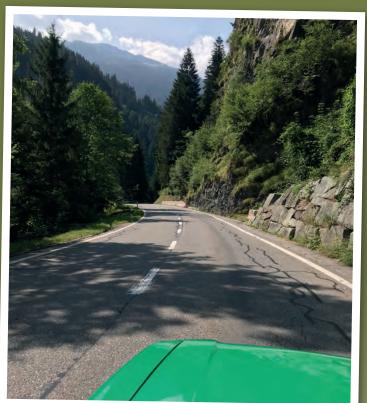
unhurt. We flagged a couple of cars to slow down so no one else would get hurt whilst he was sortedout. How he got down we don't know but he was on the mobile calling for assistance as we left him.

We continued upward taking care to look up before each bend to make sure it was clear to take the corner. Buses and lorries using these passes need to take the whole bend so there can be traffic jams as a result, strange as it may sound. Even the Stag needed half of the other side of the bend at each corner, such was the return angle.

Near the top we came across several huge hexagonal concrete structures. These, we guessed, were some sort of ventilation shaft for the tunnel under the pass. Nearby was an old and abandoned mountain shelter slowly deteriorating, perhaps last used in the days of pack animals being made to go up carrying goods for trade. In her search for interesting wildflowers, my wife found a young family who had cycled up. A young father on his bike, then his wife with an e-bike towing a trailer with a small one behind.

Nigel Griffiths

To be continued...







Thought for the Month Rupert Klaiber

"Don't get stressed: this world is full of idiots distributed strategically so you can meet at least one per day."

Paulo Coelho

THE BANANASTAG VISITS THE SCRAMBLE

he Scramble is a quarterly motoring event like no other held at Bicester Heritage (Bicester Motion), a former WW2 RAF bomber base.

A wonderful historic site; Under Bicester Motion's custodianship, 99% of the buildings have been delicately restored or re-activated for modern business use, with the site now held as a national exemplar of constructive conservation by Historic England. The time-warp base is unmatched in its evocative character, with even the paint colours being correct to 1930s British Standards.

As a Pegasus member of the Scramblers club I was able to enter the display ballot and this time I was lucky enough to win the opportunity to display my car in the centre of the Scramble on 27th April.

I cleaned and polished the car the day before and then on Sunday Scramble day I had an early start to arrive at Bicester for 07:30 after an hours pleasant drive. I was positioned in the Engineering quarter behind building 96 in a line that included an old Porsche 911, a lovely Lotus Esprit, a Ford Focus rally car, and MG TF and a Ford GT40; Scramble brings out an eclectic mix of cars.

The main attraction at this Scramble was a collection of Aston Martin Wings special cars celebrating the RAF and in aid of the RAF Association; accompanied by a Spitfire which flew in and taxi'd in to hanger 113 and parked alongside the Astons.

They had all of the AM Vanquish Red Arrows cars, a collection of AM Vantage Spitfire editions and an AM DBS Concorde

I would highly recommend a visit to Scramble, it is a great site/location and always has an amazing display of very varied vehicles.





Andy Grover Instagram@thebananastag





ILLECOME NEW MEMBERS

Mr. P.Chandler Mr. A.Jarrett Gloucester Mr. D.Townley Surrey Devon Mr. D.Timney Northumbria Mr. A.Cvetkovic Mr. A.Lambert Hertfordshire London Mr. A.Abbott Kent Mr. R.Thompson London Mr. D.Thomas Staffordshire Mr. M.Eagle Berkshire Lancashire Mr. A.Rogers Staffordshire Mr. S.Askew Mr. A.Wharton Northallerton Mr. K.Forrest Surrey Mr. N.Patching Essex Mr. A.Sutherland Cornwall Mr. K.Anderson Suffolk Mr. N.Fisher Lincolnshire Mr. C.Hills Kent Mr. M.Hulme Hampshire Mr. M.Plaskett Shropshire Mr. T.Goodman Buckinghamshire Mr. P.Nielson Merseyside Mr. S.Sheffield **USA** Mr. S.Farmer Rutland Mr. L.Goble Kent Mr. S.Berry Somerset





- 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

STAG SHORTS STAG SHORTS

eter Robinson's interesting 'Know Your Stag - Cylinder Heads' article in May's SOC magazine mentioned that George Salter of West Bromwich made valve springs for Stags after engine LF1840. Also that they made valve springs for the Rolls Royce Merlin engines powering Spitfires during WWII.

My photo shows (on the left) a valve from my first Stag with a slight 'lean' being the result of the timing chain jumping a cog & sadly necessitating an engine rebuild. The other pictured valve (exhaust & apparently with a sodium-filled stem to dissipate heat) is from Spitfire AB130 which crashed 1942 in Pilt Down, West Sussex after instrument failure in cloud. Many years ago salvaged bits were being sold off from the recovered wreck to fund restoration of AB130 & I invested in the cause through buying the valve for a premium.

Visitors to my 'Black Museum' of Stag bits are now handed both valves, with me simply saying 'This valve is from a Triumph Stag & this one is from a Spitfire'. Then a question mark usually appears over the victim's head!

Chris Liles (427) Norfolk Area



recently had to call upon the services of my breakdown cover when my Stag, having performed excellently all day on our area's Drive It Day run, suddenly broke down whilst travelling at 50 mph on the dual carriageway just outside Carmarthen.

It simply cut out, just as if someone had flicked a switch. Even the tachometer dropped instantly from about 2,000 rpm to zero, which indicated it was something electrical, even though other electrics such as the radio and the indicators were all still working normally. Thankfully, Frank and Maurice from West Wales were still travelling with me and stopped to assist and helped to push the car off the dual carriageway onto the slip road. Suspecting an issue with the ignition, Maurice drove the short distance to his home to collect a spare coil to attempt to get me back on the road home, but to no avail. I had to call upon the services of the breakdown cover of my RH club insurance to get me home on the back of a recovery truck.

Following on from this incident, I had phone calls from several club members offering help and support, and even spare parts to attempt investigating the fault and to get my Stag running again. However, this

proved unnecessary. The following day I had the car taken in to a local garage (JJRL Autodiagnose in Haverfordwest) who specialises in auto electrics and looks after all the servicing on my work van, as well as some past work on my Stag. Amazingly, within half an hour of investigating it, James Laugharne had traced the fault to a dodgy LT connection on the coil, changed the connector, and the car was once again up and running. It amazed me that something as simple as that could cause such a sudden and complete failure without any prior indication of any fault.

The situation made me very grateful for the support of fellow club members and the backup of the Club insurance – it's what this marvellous club is all about. Not just the companionship of the 'friendly club', but also the help and support of fellow members in a crisis.

Nicholas Cale







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KNOW YOUR STAG #35 FRONT, BACK AND UNDERNEATH THE ENGINE

efore starting this month's article it is 'own up time' as I got the left hand and right hand cylinder head numbers the wrong way round in last month's article. Pass me the sackcloth and ashes someone, will you. The correct numbers are: right hand 30782 (Mk1) and 88313210 (Mk2) and left hand 30783 (Mk1) and 88313211 (Mk2). The 'V' numbers are correctly stated in the article.

I sincerely hope that none of you have been trying to put your heads on the wrong sides following my article and it is thanks to Graham Wicks (of Morden) and Paul Worthy for being quick off the mark to point out my error. The saving grace is that if I give you sixty 'facts' within each article, then one of them is bound to be wrong — all you have to do is to work out which one it is when you read the article.

... And Mike Allen pointed out that my 'under camshaft nomenclature' was all wrong – so that is two errors in my article not the customary one. For the avoidance of doubt:

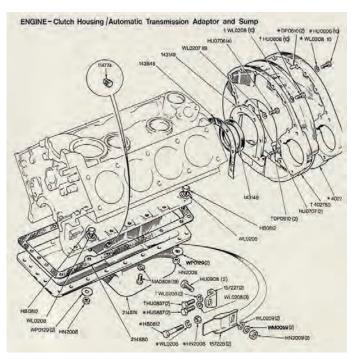


On the left is a tappet or cam bucket and on the right is a pallet or shim. So, a shim is a pallet and the part which I called a pallet is a tappet or cam bucket. If you google 'what is a pallet in an engine' there is no answer other than 'a wooden thing to deliver it on' so I made an assumption based on the description of a dismantling process – and I got it wrong. Sorry.

... And Don Reed has given me a smack for getting my imperial measurements wrong. The imperial thickness of the gaskets should have been 0.040" and 0.055" and not 0.40 and 0.55". Whoever heard of a head gasket over half an inch thick? It would help with any overskimmed heads though, wouldn't it?

On with this month's article...

This article will concern itself with the various parts which are shown in pages 02-05 and 02-12 of the 1974 Parts Catalogue i.e. the crankcase extensions, the sump, the timing case cover and the Torquatrol unit and fan.



Page 02-05 from the 1974 parts catalogue (519579-B).

The Crankcase Extensions and the Sump

These are also known as the flywheel housing or the clutch housing for cars with manual gearboxes and the transmission adaptor for cars with automatic gearboxes. These consist of machined cast alloy housings which bolt onto the back of the crankcase to cover and protect the flywheel (in the case of the manual cars) and the drive plate (in the case of automatic cars). They each have an aperture in the left hand side of the casting through which the starter pinion protrudes in order to engage with the starter ring gear on the flywheel/drive plate. The transmission adaptor is quite thin whereas the flywheel housing is about an inch thick as the flywheel is much thicker than the automatic drive plate.

Like most of the changes to the Stag engine during production the changes made to the two housings occurred early in production and were apparently to try to cure a problem thrown up by the first customers for Stag.

I have no direct proof of this but James Taylor claims in his book *Original Triumph Stag* that there was an initial problem with driveline vibration in the automatic cars and that an attempt was made to stop it by stiffening up these crankshaft extensions. His description of the changes

made is not quite right as he takes his basic information from a late parts catalogue and misses the point of what was done.



An early transmission adaptor (on the left) and a later clutch housing (on the right). The differences are obvious in the flesh as, although you cannot see this in the photo, the right hand one is a much deeper casting and it has extra flanges on its left hand side for the slave cylinder and for a cover to the clutch mechanism.



The right hand side 'lug' on a clutch housing. The previous picture shows exactly where this is on the housing.

The transmission adaptor in the previous photo is an early one and does not have the lugs.

The book claims that a 'lug' was cast into the crankshaft extensions on one side of the extensions at the attachment point for the anchor straps and that soon after, a new sump was fitted. Although I applaud his attempt at describing what appears to be the case when looking at the 1974 parts catalogue view of the situation, the real explanation is as below.

The first cars did not actually have any stiffening connection between the sump and the extensions and the relevant extension surface was plain and flat. At some time after July 1970 (when the first parts catalogue was issued) it was decided that there needed to be a stiffener between the sump and the crankcase extensions and they instigated a system where a small bracket plate was welded to the sump on both sides towards the rear of the sump pressing. These were then to be bolted to the

crankcase extensions with two small 900 cast brackets, each with a single bolt to the sump bracket and two bolts to the extension. To give the bracket something to bolt to, a 'lug' was cast into the extensions on both sides and this was machined to accept the two bolts.

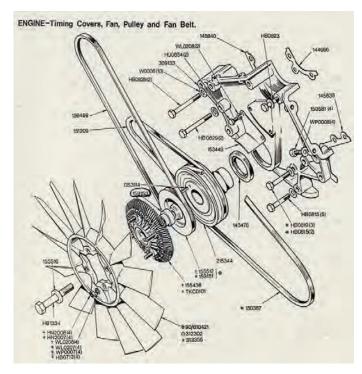
James Taylor suggests that the lug was cast in after engine LF 2103 (or LE 970 for Federal engines) and that the new sump i.e. the one with the two bracket plates welded on, was introduced at LF 2153 (or LE 1200 for Federal Stags). How this has been worked out I do not know but it may have been stated in a Service Sheet of the time and to which I do not have access. It is not mentioned in any parts catalogue and, indeed, the early and late sumps both have the same part number (214574). If you have a car with an untouched engine with a number between LF 2103 and LF 2153 you may have lugs and cast brackets but a sump without brackets, however, I cannot see the point of that. I would just say that the change was made in about August 1971, towards the end of 1971 model year production.



A (very) early sump without the bracket for stiffening the transmission housing – although this engine has a later housing with the lug cast in. Note the more complicated machining than normal in the oil filter housing. I will touch on this in the December catch-up

When the lug was cast in, the part number of the extensions did not change (presumably as the later extensions can be used on early engines, it would just be that the cast bracket would have nowhere to be bolted to on the sump). The part numbers are 402750 for the clutch housing fitted to manual cars and 402762 for the transmission adaptor fitted to the automatic cars. These numbers are cast into the individual housings, along with the numbers V3162 (clutch housing) and V3160 (transmission adaptor).

As an aside, if anyone can work out exactly which bolts are to be used, where they go and which washers go with them, then feel free to contact me – all I would say is that the parts catalogue tells us that bolts HU0857 are not required when automatic transmission is fitted and that the same bolt is only required when automatic transmission is fitted. Triumph were never very good at getting the parts catalogues right and this is a good example of that.



Page 02-12 from the 1974 parts catalogue (519579-B)

At the Front

As far as I can work out, the timing chain cover (part no 309133) did not change during production. However, the oil seal over the crankshaft was changed for one with a single lip and a spiral groove. The two seals are interchangeable and it is the later seal which is currently available from parts suppliers (part no. UKC3344).

The Holset damper with the 2-run belt drive was dealt with in an earlier article (No. 32, March 2025) so I won't go over it again.

The single run pulley for the power steering belt, unlike the Holset damper, did change during production, the earlier part number being 155512 and the later part number being 159151.

Both pulleys mated up to the Holset damper in the same way and were secured with a dowel but the earlier pulley had a short spigot on the outside which the torquatrol unit mated up to. When the Torquatrol unit was changed (see below) the back detail was different as the bolts to secure the fan, which were originally integral to the unit, became detachable, being inserted from the pulley side and held by a spanner on that side while the nuts securing it to the fan were tightened. To enable this to happen the spigot on the pulley was lengthened to increase the space between the pulley and the back of the torquatrol unit. This would not have worked if the original pulley with the short spigot had been retained so a new pulley with a longer spigot (part no. 159151) was introduced and a spacer was provided in the parts catalogue (part no. 159153) to enable the old style pulley to be used with the new Torquatrol unit.

There is no indication in the parts catalogues when this happened but James Taylor in his book *Original Triumph Stag* gives the change as at engine no. LF 23071 and I am not going to argue with him as I have two early Mk2 Stags

here and they have the short spigot pulleys and the first style of Torquatrol unit so he could be right.



The damper and power steering pulley assembly with the short spigot version on the left and the long spigot version on the right.

The Torquatrol Unit

The Torquatrol unit in the Stag is a viscous coupling device which is designed to reduce fan revolutions as engine speed climbs and to limit the maximum fan revolutions to 2500 rpm. At this engine speed it is expected that the ram air effect of the motion of the car is enough to drive frontal air through the radiator and that the effect of the fan is therefore not necessary. Byproducts of this are that fan noise is kept at a manageable level, the plastic blades do not suffer unduly from the effects of high revolutions and that a little engine power is not used to drive the fan, although there will be some heat generated by the shearing liquid (see below), which is why there are all those fins on the hub of the Torquatrol unit.

The Torquatrol unit operates in a very similar way to the inertia damper in that it consists of a driving part and a driven part, in this case the crank mounted inner rotor and the 'free to rotate' outer casing on which the fan is mounted, separated by a semi-elastic medium but instead of a rubber layer, the Torquatrol unit has a silicon fluid/gel inside which reaches its shear limit at 2500 rpm at normal engine temperatures.



The back (engine side) of an early Torquatrol unit (left) and that of a later unit (right) showing that they are very different and that it is only the later unit which has the fixing bolts passing right through the unit. Why do all my Torquatrol units seem to have two vane ends missing?

Two different units were fitted to UK Stags, the first was part no. 155436 and this retained the fan with integral studs and nuts on the radiator side of the fan, whilst the later unit, part no.TKC0101, had through bolts inserted from the engine side and, again, with nuts on the radiator side of the fan. The change point would have been the same as for the power steering pump drive pulley i.e. at engine no. LF 23071 (approx August 1973)

The Fan

Apparently, three different types of fan were fitted to Stag. To some degree, these had to fall in with the Torquatrol unit as the locating stud PCD (pitch circle diameter to those not in the know) is different on the two Torquatrol units used in the UK with the early units (and therefore the two early fans) being on a PCD of approximately 3 ½" (82 mm) and the later units (and therefore the later fan) being on a pitch of approximately 4"(100 mm).



The front faces of the units shown in the last photo. You can see that the 'integral bolts' in the early one are actually studs (one is still in place) whereas the later one uses through bolts on a different diameter.

The PCD was probably changed so that the wrong type of fan could not be installed with the different Torquatrol units. Because of the longer spigot on the pulley which goes with the later Torquatrol unit, the fan is set back into the Torquatrol unit so that the distance from the front fan face to the radiator is maintained. If the early fan had been interchangeable with the later one, the fan would have either fouled the radiator or run very close to it, which is just asking for disaster.

However, to sort out which is which, the errors in the parts catalogue need to be understood as the first style of fan (part no. 90/610421) was meant to have changed to the second style (part no. 312302) at engine no. LE 11276 U – which is a Federal nomenclature. However, the Federal engine numbering did not go up to LE 11276 U but finished at around LE 10500 UE before jumping to a LE 20000 series, so I suspect that this is actually a reference to a commission number and not an engine number. Which makes total sense as the drivers handbook refers to the change in the cooling system and radiator taking place at commission no. LE 11276 U in the USA and LD 10195 in the UK and other markets. I would therefore assume that the change in the fan from part no 90/610421 to 312302

took place in the UK at commission no. LD 10195 (late November 1971). I would expect that both these early fans had the early PCD measurement of 3 1/4" and therefore could only be used with the first style of Torquatrol unit.



An early (dirty) and a late (clean) fan – but I don't know which early fan. It came out of a very early car but that is no guarantee that it is the very first fan type. The centres are different, as are the blade shapes and although the securing holes look to be in the same positions, they are spaced on a larger PCD than the newer fan.

I would also expect that the change from part no. 31302 to part no. 313356 took place at the time that the Torquatrol unit changed to TKCO101 i.e. at LD 23071.

The 1974 parts catalogue shows a number of different nuts and washers being used to secure the fan for the early type Torquatrol unit (although it does not show the removable Torquatrol-fan bolts used for the later unit) but to explain these is rather tedious so I am going to leave it to you to explore this should you be bothered. If you want to look at the most correct and easiest to understand version, then I would recommend the last parts catalogue from April 1978 (519579-D).

The Torquatrol Unit and Fan in the USA

In the USA the first style of viscous coupling (part no. 155436) was used until the end of the 1971 model year, together with the 13-blade plastic fan as in the UK (part no 90/610421).

For the 1972 model year and almost until the end of Federal production, the fan was changed to a 12-vane metal one (part no. 218666) and this was used with a different Torquatrol unit (part no. 159152). This installation utilised the short spigot steering pump pulley with the spacer (part no. 159153) and the separate bolts which passed through both the Torquatrol unit and the fan.

Finally, after commission no. LE24000 (according to the final parts catalogues), the system returned to that used in the UK at the time. I believe that this amounted to under 100 cars before exports to the USA were stopped.

Peter Robinson

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Next month: Another look inside the engine itself.

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

ast month's similarly headed article was meant to be a one off but I have been rather distressed this afternoon and I think that a different appeal is warranted under the same heading.

The distressing news was that a long term Stag friend had attended his last meeting and had headed for that great garage in the sky. Some of you will have known John Harrison as he had been active in Stag circles in the North West for over forty years. I had known him and his wife Judy since Marilyn and I attended our first Club meeting in January 1984 and while we lived in Stockport he was an absolute wonder when it came to needing mechanical assistance and I am sure that many Club members have cause to remember his willingness to help.

I have lost count of the number of Stags which he had restored and the Concours wins which his cars achieved. But it is his knowledge of Stag which is the most important loss as John was probably the longest Stag owning member of the Club, having bought two Stags back in 1972 – and I believe that one of them still resided in his garage when he died.

But the news comes just a fortnight after hearing that our second ever Chairman, Pete Gaffney, had been involved in a fatal crash in his microlight aircraft. Our condolences go out to Val, his wife, who served as Secretary for a number of years and who was made our first Honorary Vice President at the end of 1982.

As almost all of you will remember, our early Stag Guru and first President, Tony Hart, left us just 18 months

ago and last year we lost John Craddock, an early Regional Co-ordinator and our second Honorary Vice President.

The link here is that each of these members had been reading our magazine for over forty years and we no longer have their knowledge of the early times and, in the case of Tony and the two Johns, we no longer have their recollections or the knowledge gained from over forty years of Stag ownership.

There are still two long term members on our National Committee but they, and most of our other Committee members are not in their prime – but if you believe that life begins at sixty then nearly all will be enjoying the most productive years of their lives.

But we need enthusiasts to come behind us so that we can share our combined wisdom before we too can no longer get underneath or in our Stags and we decide to call it a day.

I am aware that some other Triumph Clubs have 'Young Members' sections and the 2000 Register staffed their recent NEC stand with young members and their cars. Is there an appetite for a 'Young members Section' within the Stag Owners Club? If there is, then it would be expected that there would be opportunities to collaborate with other clubs with either joint events or competitions. And my background wish would be that some young members would age gracefully into our older statesmen and older stateswomen.

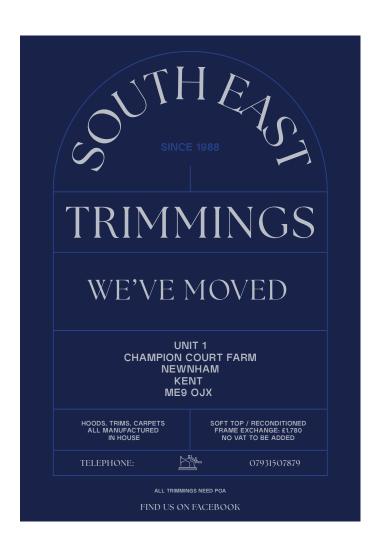
So, as I asked last month, I ask 'What do you think?' If anyone is interested, please get in touch by email to membership@stag.org.uk

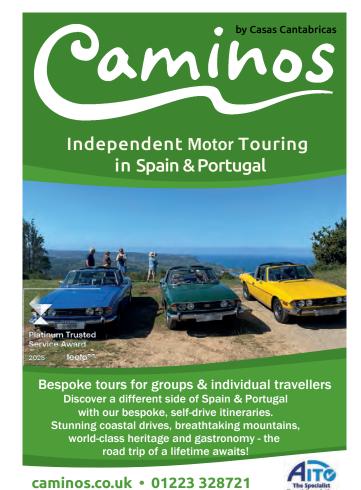
I'll leave you with a photo taken when everyone in the Club was a youngster – except Ken Hudson, who was perpetually 70.

PS. I understand that last month's appeal has resulted in the car in question being handed on to a 27 year old enthusiast whose grandfather owns a XK120 and will therefore be able to provide the necessary mechanical mentoring. I call that a 'Result'.

Peter Robinson Membership Secretary







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DRIVE IT DAY 2025

A ROUND UP OF WHAT OUR AREAS GOT UP TO THIS YEAR

This is a resume of the Drive-it-Day activites – go to the area reports in the Out and About section for full details.



BEDS & NORTHANTS

The Sunday of Drive It Day could not have been better for drive it the Stags. Mo and I plus Jasper the dog set of early with the top down to get to the meeting point before the other members but alas I was not first. I had stated arrive at 10:30 to leave at 11:00 on the run but at 10:20 three Stag were already parked up at the Woburn meeting point. I had planned for 7 cars but as the sun was out 9 cars turned up for the run out.at the time to depart we all started up but Guys would not start so all out bonnet up and everyone was helping with different diagnoses. Luckily after 10 minutes of the others had left Guys car started and I told him to follow me. We soon were able to rejoin the planed route and arrived at Jordon's Mill just as the others were parking up. Thanks go to Hayden, Cheryl, Guy and Richard for the photos.





CAMBRIDGESHIRE

The National Drive It Day event was a great success, providing the perfect weather for top-down motoring, a new venue for us at The Elm in the picturesque village of Abbots Ripton, after having a coffee morning at Notcutts Garden Centre, Brampton.



CLEVELAND & CO. DURHAM

Four Stags and a Lexus met in Durham for our Drive it Day run and lunch. We welcomed recently joined members John and Karen who were coming with us for the first time. Jo and Karen, Chris and Alison, Nigel and Jennifer along with Sylvia and me making up the numbers. The sun was bright as we set off towards Blanchland where we were booked in at The Lord Crewe Arms.



COTSWOLDS

Thanks to modern technology, long term Stag owner Chris H. was able to track our progress and seamlessly join six Cotswold Stags and two moderns celebrating Drive it Day with a convoy jaunt to Five Zeros Supercar Storage at Bradford on Avon, which is worth a visit if you like that sort of thing.



Drive it Day was a fantastic day with great weather, good food and even better company. 17 Stags on the run and topless and we were also joined by Ray and Ros with their lovely MGC. Route took us to the Hanging Gardens on the A414 for tea and cake and then onto the White Hart pub in Margaretting Tye. Bob did any excellent route with no traffic lights and very scenic. Thank you Bob!



EAST OF SCOTLAND

We joined the TR Register for our Drive-it-day outing, which took us along the north side of the Forth in western Fife then over the water for lunch in south Queensferry. Thanks to Derek MacAllister (a member of both clubs) for organising.



EAST SUSSEX

Drive It Day this year began with the hearty clarion call for 'hoods down,' accompanied by a rousing chorus of, 'here comes the sun!' It was a big day for our so called, 'three musketeers,' Gary, Geoff and Terry, who had taken on the prestigious task of formulating a route, planning the schedule and marshalling the troops on the day. Blessed with blue skies and glorious sunshine, we got off to a good start and after assembling at our usual watering hole, the Green Man at Ringmer.





HERTS & n. LONDON

'Drive It Day'. Mary, our events organiser, once again did a great job of organising our route. We met, as last year, at the Crow's Nest (Beefeater) car park at the top of Tring hill on a beautiful morning. I was really looking forward to doing the run in my Stag, but unfortunately it decided to disgrace itself the day before, erupting coolant out of a core plug repair I'd made last year! With no time left to fix it properly we had to once again take part in my trusty Mercedes SL350. Maybe next year?...



KENT

A warm sunny Sunday morning,11.30AM, 14 Stags assembled at the services at Junction 8 of the M20 ready for our journey to Ashburnham Place near Battle in East Sussex. Unfortunately due to the car parks being very busy it was not possible to line up the cars at either the start or finish for a full group photo.

MANCHESTER & N. CHESHIRE

Our Drive it Day run was organised by Paul & Polly and took us on a leisurely trip around some lovely lanes in north Shropshire. We were set a task of visiting several village churches, trying to find clues to the questions set. Seven cars met up at The Raven Café near Whitchurch and most tucked into a hearty breakfast before trying to locate the points shown by postcodes.



NORTHUMBRIA

20 Northumbria Area members calling in for cream teas at Grade 1 listed 17th century Eshott Hall after a fabulous scenic convoy drive through the Northumbrian countryside.



SOMERSET & DORSET

Somerset and Dorset Area's trip out to Swanage Carnival on Drive It Day, 27th April 2025, with 7 Stags meeting at Corfe Castle and driving down together to Swanage.









SOUTH WALES

Sunday 27th April was Drive it Day, I organised a long run on the highways and byways of South Wales.13 Triumph Stags, a Ford Mustang, a Toyota Supra, a MGB GT, a Mazda MX5 and a Seat Modern gathered at the boating lake, a grand total of 18 cars and 36 people. As many will know when there are a large number of Stags on a run one of them will have a problem so 17 cars left the boating lake with my Tara green Stag failing to start. After a quick check for spark it appeared the engine was flooded and with some help from Bob Dowsell our resident expert and a very long spin on the starter it eventually started and I was able to join the others.

SUFFOLK & N. ESSEX

Drive It Day 27th April was our first large group outing this year, so we headed off to the start point in Sudbury on a lovely sunny morning. Peter, who had planned our drive, handed out some route cards and then we (all 16 stags) set off. Our destination was the Secret Nuclear Bunker at Kelvedon Hatch. I'm amazed we found it (being Secret, haha!).

SURREY

Our Drive it day was a planned day out at the Hollycombe Steam Fair, we were to meet at the Jovial Sailor in Ripley at 11am for coffee I thought I would get there early so I arrived at 10.40. The car park was full of Stags on counting we think there were 19 cars, could not believe it. There were a few members we'd not seen for a while and new members joining us for the first time. After a coffee we traveled in convoy down the A3 through the Hindhead tunnel which made a wonderful sound with all the Stags together, then on to Liphook and the Steam Fair.





SOUTH WEST WALES

This month was Drive it Day and what a day it was. I arranged a meeting place for members from SWW and WW in the car park of The Range/Currys in Carmarthen the weather was a little overcast while he headed towards Carmartnenbut by the time we set of it had changed and ended up being a glorious sunny and warm day. We had a very good turnout 12 cars in total 10 Stags an MGA and a Frogeye. While in the car park we had a visit by the police who came to admire the cars.



THAMES VALLEY

Drive It Day, five cars from the group met up at the Henry Street Garden Centre in Arborfield at 09:45 before departing at approximately 10:15 for a scenic drive through the countryside to our destination of The Castle View Retirement Village in Windsor.



WARWICKSHIRE & LEICSTERSHIRE

The highlight for us this month was the brilliant Drive It Day Craddock Tours Memorial Run. Sunday the 27th April. The weather was brilliant. We met in John and Elaine's Road, much to the delight of most of the neighbours. What a sight! 18 Stags, 1 Jaguar and 2 'moderns

24



Our first it Day of drenchic crossed again.

WEST OF SCOTLAND

Our first official outing this year was Drive it Day on the 27th of April. After last years drenching we were all keeping everything crossed that the same thing didn't happen again. We met up at our usual meeting place of Caulders in Cumbernauld and everyones heart sank as after all the hot weather it was pouring from the heavens, not to be put off we quickly changed our original route and headed for what looked like a brighter part of the county.



WEST YORKSHIRE

The West Yorkshire area had a wonderful 'Drive it Day' on the 27th of April, arranged by John Philips, taking in the sights of parts of North Yorks as well as the Vale of York. I believe we had about 21 cars in total, leaving Miss Daisy's in Sutton-on-the-Forest near York and ending in Easingwold.



WEST WALES

We had an excellent day out on Sunday 27th April for the national Drive It Day 2025. Clive Perman, area coordinator for South West Wales, had organised a joint event for both SW Wales and West Wales, and on the day we had a total of 10 Stags, together with an MGA and a Frageye Sprite who joined us for this event





WILTSHIRE

Six Stags joined up for our Drive It day excursion and Sunday Lunch, we met at the Castle & Ball, it was great to see Mary & Chris back with us, who've been absent for nearly a year due to health problems, we left Marlborough and headed for The George, Longbridge Derevil, we went via Pusey and Larkhill, then across Salisbury plain to the outskirts of Warminster and The George, with the car park being very busy, we failed to get a full group photo of our Stags.



WORCESTERSHIRE

Our Drive-it-Day had to be moved because it clashed with the start of our spring holiday, so we had it on Sunday 13th April. A total of 9 stags, a Jaguar mk2, a Mercedes and a Volvo (deputising for a Stag suffering from a seat belt issue) assembled at St. Peter's Garden Centre near the A4440 Worcester By-pass for the start of the event which covered over 90 miles in two stages.



THE CLUB STAGARCHIVE

The Triumph Story, Part 16 - Le Mans and the TR3s

ave you ever wondered why there seems to be a predominance of sports type cars in the Triumph catalogue? TR3/4/5/6/7, Spitfire, GT6, Vitesse, Stag, even the 2000, and particularly the 2.5Pl, which was considered as a 'sporting saloon'.

The answer is simply that since the twenties, when the Super Seven started to be used for rallies and other endurance type events in various parts of the world, Triumph has been known for its 'sporty' image. It is the very reason why Sir John Black bought the name in 1945 and it is why it was a Triumph TR2 which was tested on the Jabbeke Straight back in 1953 and not a standard TR2.

However, in the earlier days, the sporting events entered tended to be rallies rather than track events. In 1955, all that changed and to increase the interest in their sports cars Triumph entered a team of three cars into the Le Mans 24 hour event.

TR2s at Le Mans

Although a TR2 had been privately entered at Le Mans in 1954 where it had finished in 15th position and 5th in class, Triumph works cars appeared at Le Mans five times. In 1955 they prepared a works team of three cars, in 1959 and 1960 they ran teams of TR3s (although in 1960 these had different bodies as Triumph were testing the TR4 body shape) and in 1965 and 1966 they used Spitfires. The later appearances will be dealt with in later articles but this month the news is about the 1955 event.

Although the TR3 was in development, the model current at the time was the TR2 so it was three brand new TR2s that were prepared by Ken Richardson's new Competitions Department. Outwardly, these were ordinary TR2s but the passenger side had a rough tonneau cover and the driver had a small plastic windscreen, both to reduce drag, while the engine had larger HS6 carburettors, giving 94hp. In comparison, the Mercedes 300SLR which ploughed into the grandstand during the event, and killed 80 spectators, was credited with 306hp.

However, not all was as it seemed with the Triumphs as the cars were fitted with disc brakes. Two cars had Girling 11" discs on the front with 11" drums on the back and the third car had servo assisted Dunlop discs all round. At the time no European production car had yet been fitted with discs although a number of companies were testing them out so Triumph were up there with the front runners.



The three TR2s in the competitors parking at Le Mans in 1955.

The three cars were registered PKV 374. PKV 375 and PVK 376 and ran as race numbers 68, 28 and 29 respectively. They ran reliably with the only mishap being that No. 68 ended up in a ditch at Arnage and that cost 90 minutes while it was dug out. Unfortunately, 'reliable' doesn't necessarily win events and they finished 14th, 15th and 19th. No. 28, the first finisher, completed 2,026 miles of 'testing' and averaged 84.4 mph, including all stops. A commendable performance all in all but for various reasons the works Triumphs did not again race at Le Mans until 1959.

The great days of motoring can be experienced by way of the Pathe view of the race at www.youtube.com/watch?v=YYTvX1Hy9hc



This is not what you think you are going to be doing when you race across the Le Mans tarmac and jump into your car at the start. Leslie Brooke digs out his TR2 at Arnage.

Allesley & the Competitions Department

Ken Richardson's Competitions Department worked wonders for the Triumph name during the mid fifties, class wins, outright wins and team wins being achieved in just about all of the major European rallies. The list is too long to include here but anyone interested should read Graham Robson's definitive book on the subject The Works Triumphs which looks at each campaign in some detail.

However, it all nearly did not happen as when Richardson started work, the Competitions Department was based with the Engineering Department at Banner Lane and Richardson had to put up with a mixed bag of staff who had been made redundant from other parts of the works. The problem with this was that a number of different unions were represented within the ranks and every time someone picked up the wrong tool the others threatened to down theirs.

The suggestion of working outside union rules brought a threat of the whole works walking out, so Richardson recommended that the department be closed down and reopened alongside the Service Department at the relatively new Allesley Service Centre. He could then use the existing service staff who had already found the answer to the union difficulties. So, that is what happened. Even in 1954 the problems of organised labour were getting in the way of efficient working.



Ken Richardson (centre) with a trio of works TR3s outside the Allesley Service Centre in 1956. These cars were being prepared for the 1957 Sebring 12 hours race in the USA.

The Allesley building is the one major building in the Canley Area which I have not already mentioned in my articles so perhaps I need to introduce it now.

Allesley is an area of Coventry 3 miles to the North of Canley and situated close to the Southern bypass road built at the start of the war. Numbered the A45 but called the Fletchamstead Highway at that point, the road passes by the Western side of the Canley complex and becomes the Dunchurch Highway as it bypasses the village of Allesley. In 1955 the Allesley building was directly accessible from the A45, therefore communication between the two Triumph sites was easy – pop into your works car and just a short blast up the dual carriageway and you were there.

Although the building has an art deco style frontage, which indicates a build during the twenties, it does not show on the detailed 1937 Ordnance Survey map of so I presume that it was built in the late thirties or early forties, either to provide a factory space outside the 'war zone' of

central Coventry or as a replacement factory following bomb damage. It has similar architecture to other late thirties buildings built in the area (such as the Fletchamstead buildings on the Standard site). It was apparently built for Arthur Pattison Limited as their 'No. 4 factory' and later sold to Peerless Ericsson Ltd., a manufacturer of equipment to the bakery trade and who later changed their name to Kenwood Manufacturing Limited – anyone got a Kenwood 'Chef' or a 'Chefette'? Presumably they outgrew these premises fairly quickly as they sold it to Standard Motor Co. in late 1954 to act as their new Service Centre.



A modern map showing the location of the automotively interesting buildings in the area.



The Allesley Service Centre as it is now – still being used as a cutting edge car centre. The photo of the three TR3s was taken on the nearer corner.

If you are old enough to have attended the Club AGMs in the eighties (and I know that at least two of you are out there – Steve and Mike), this building is 200 yards to the West of the Allesley Post House where a number of those early Club functions were held – and I never knew!

The building was sold by British Leyland in the eighties and has been the home of both MGA Developments (working on the Bentley Java and the McLaren F1) and Lotus (development work on the Elise was carried out there). Since 2000, HPL Prototypes have been providing concept services to the motor industry from the building.

The TR3s

The TR2 was a milestone for Triumph, it was a genuine 100mph small sports car and the cheapest 100mph car on the market but the development team continued to try to make it better such that the new improved TR3 was released at the 1955 Motor Show.



A 1954 TR2 for comparison with the picture below. This looks like a 'long door' example and, following complaints about the door bottom hitting the kerb when opened, Triumph cut 4in off the bottoms (from TS 4002).

There were not that many changes made but the inclusion of an 'egg box' grille in the front of the air intake duct made quite a difference to the frontal appearance (now you will be able to tell a TR2 from a TR3 at those car shows) and the HS6 carburettors gave an increase to 95 hp. There were other detail changes but the more important changes were progressively phased in, firstly a modified cylinder head (as fitted to the Le Mans cars) was fitted, and soon after another cylinder head design (the 'high port' head) was adopted which combined the best features of the two previous heads.



And this is a 1957 TR3.

However the really important change was when the 1957 TR3 was revealed at the Motor Show in October 1956 as the new feature was that the brakes were changed from Lockheed to Girling and that the front brakes were discs – a first on a volume production car in Britain – and at the same time the new Vanguard rear axle was introduced.

But the changes had not finished as if one ordered a GT kit the car arrived with a steel hard top and external door handles (did anyone notice in the previous photos that there were no external door handles?). And if one waited until the Motor Show in 1957 before placing your

order you got a full width front grille, slightly recessed front headlamps and external door handles, however these cars were limited to export as there were sufficient stocks of the older UK spec. cars and Triumph wanted to sell them without having to make an 'old model discount'. Eventually the UK got the new cars and with it a new model name – the TR3A.



The final TR3 body styling. This is a 1957 TR3A with the full width front grille

Towards the end of the fifties a 2,138cc version of the wet liner engine was available as an optional extra but this increased the torque available rather than the power output.

Those who know their Triumphs will realise that I have left out the TR3B but this was a sixties move in an attempt to keep the USA happy while introducing the new shape TR4 and I will deal with that when I get to the sixties but we have a lot to get through before that.

TR3 Sales and Competition

With the introduction of the improved car in 1955, sales increased back to early 1954 levels and just kept rising as the fifties progressed with the States becoming hooked on the fun element of ownership – 100 mph and 0-60 in about 10 seconds performance, all for a bargain price. The car press loved the car and the Competitions Department kept the rally wins coming.

To show how the Americas took to the car I will quote two articles from the Triumph Sports Owners Association (TSOA) July 1956 newsletter. TSOA was an organisation formed by the American arm of Standard/Triumph in 1955 as a publicity venture. Owners of Triumph cars were invited to join and to start local 'chapters' in the same way that SOC has 'Areas'. Monthly newsletters were sent out to keep members informed of what was going on both locally and worldwide. The organisation continued under the BL ownership of Triumph until February 1982, when it was incorporated into the Vintage Triumph Register.

Now back to those 1956 articles...

The main article was about the 1956 Alpine Rally in which the five man team of TR3s took 1st, 2nd, 3rd, 4th and 5th positions in their class and therefore took the manufacturer's team prize and the foreigner's team prize. Each won an Alpine Cup, five being the most ever awarded to a single manufacturer in the history of the event.



The 1957 Alpine Rally Line-up, five works TR3s.

In the same edition a new venture was announced. Called the European Rally it was an event organised by Standard/Triumph in which well to do Americans could take part in a touring 'rally' around Europe in their newly purchased TR3 before taking it home as a personal import, therefore saving the tax which was levied on new cars. The factory organised the rally, including the booking of the en-route accommodation and the collection of the participant's cars from the factory.

They also chartered a special flight from the States in both directions and arranged the transport of the cars from Europe to America after the rally. At an advertised cost of just \$200 per person, even in 1956, that was astonishing value and all you had to do was to purchase a new TR3 as your entry ticket. This may not seem to be important to a history of Triumph but I have mentioned it here to show how an excellent product and clever marketing led to America becoming an extremely important market for Triumph sports cars in the late fifties and early sixties.

For those interested in how pleasure motoring was done in the fifties, there is a Pathe film of the 1957 event on YouTube at www.youtube.com/watch?v=Yd2aFfEdQhQ



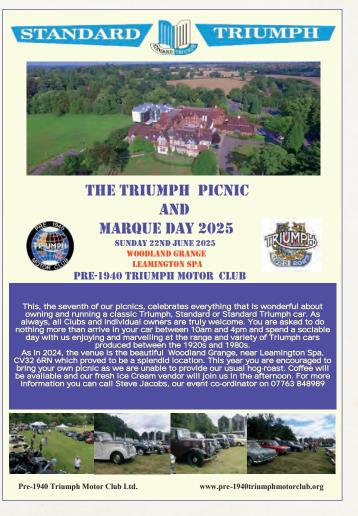
Part of a Triumph Tour of Europe pose at New York Idlewilde airport before leaving for London, Canley and Europe.

Next month I am afraid that we are back to Standard as we find out about the Small Car of the fifties. However, do not switch off as the small Standards were equipped with a new small engine which became part of Triumph folklore in the sixties.

Peter Robinson

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t was Christine's idea, "How about going to Norfolk for our spring holiday?" she said. None of us really knew Norfolk but in the absence of any other ideas, Norfolk it was. Christine found a very nice hotel at Caister-on-Sea, and so on the 27th April, Drive-it-Day for many of you, 16 of us in 9 cars set off for the far east!

We decided to make our own way there. It was a 4 hour drive for most of us; some like to keep going, others take a leisurely pace or the scenic route. As it turned out it wasn't a good journey. A few of us got stuck in the closure of the A14 due to an accident, but that was nothing compared to Howard and Val. Stopping for a 'comfort' break somewhere near Thetford, and only 50 miles from the hotel, Howard had noticed a pool of oil under his car – not a good sign.



And so began a saga that would mean they missed the first day of the holiday. The RAC would not give them onward travel, insisting on taking them and their car home. Several car transporters later they finally got home at 5.30am the following morning – the car arriving about 6 hours later. After a few hours of sleep they set off again in their Honda to arrive in Caister for their evening meal on the first day.

The rest of us had a better first day, most of us stayed as a group. We had a boat trip planned for the afternoon, so in the morning we visited Fairhaven Woodland and Water Gardens for a very leisurely walk with views across South Walsham Broad.

In the afternoon we had the pre-booked boat trip on a "Mississippi" river boat along the River Bure before heading back to the hotel for pre-dinner drinks in Andy and Julia's room. It was Julia's birthday and Christine had made a cake. Happy Birthday Julia.

On Tuesday, Robert organised a tour of the local lifeboat station. Caister Lifeboat has been independent of the RNLI since 1969 and has a very modern and impressive facility. The tour is free and was given by 2 members of the lifeboat crew. At the end of the tour we had a collection and raised enough between us to get "Worcester Stag Owners Club" printed permanently on the side of their new lifeboat. Well done everyone.

In the afternoon we split up with a group of us going to Felbrigg Hall, a National Trust property near Cromer, before we all met up again at a seafood restaurant overlooking the sea at Cromer.

On Wednesday we again split into small groups, some went to Southwold, others went into Great Yarmouth and Bressingham Gardens, but we all met up again at The









Wayford Bridge Inn for a meal with the Norfolk Group. There were 18 stags in the car park, quite an impressive sight. As is often the case you tend to sit with the people you know from your own group, but we agreed with Chris Liles and Kevin Mellor to try and mix people up. Judging by the noise level in the room that seemed to work very well and I'm pretty sure everyone enjoyed themselves.

Thursday was our last full day and saw us go to the Broads Museum to learn the history of The Broads. Eight of us then hired an electric day boat for a couple of hours before we returned to the hotel for pre-dinner drinks, this time in Howard and Val's room. It was their wedding anniversary so congratulations to you both.

For our evening meal, Robin organised a couple of taxi's to The Boathouse Restaurant on the banks of Ormesby Little Broad for a very pleasant last night.

Breakfast on Friday was a subdued affair. Packing was done, the weather was a little cooler and most of us had a four hour journey back home.

We had a great 5 days away, a good hotel, good food, great friends and particularly good weather, warm and sunny throughout our stay. The locals tell me it's always like that in Norfolk, I'm not so sure!

Thank you to Christine and Tony for doing the lion's share of the organising; and to the Norfolk group, your welcome anytime over here in Worcestershire.

Paul Catterall





OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com Mobile: 07816 271237

HERTFORDSHIRE & N. LONDON

ello everyone. We have two major events to report on this month. Firstly, 'Drive It Day'. Mary, our events organiser, once again did a great job of organising our route. We met, as last year, at the Crow's Nest (Beefeater) car park at the top of Tring hill on a beautiful morning. I was really looking forward to doing the run in my Stag, but unfortunately it decided to disgrace itself the day before, erupting coolant out of a core plug repair I'd made last year! With no time left to fix it properly we had to once again take part in my trusty Mercedes SL350. Maybe next year?... Anyway, the rest of our group did not disappoint. By eleven o'clock we had accumulated 7 Stags along with another Mercedes (SL65) and Martin's beautiful 1967 Land Rover Series 2a. It was great to see people turning out for this event, (which is fast becoming one of our majors!). Of the seven Stags we had a great colour mix, including Saffron and Topaz. These are quite similar but the difference in shades was more obvious once seen together, quite rare I'm thinking, with Topaz being the darker of the two. Having set off, our route took us first past Whipsnade Zoo, but then unexpected road works meant we had to change our pre-planned route and divert past a semi-closed road section which we initially thought to be too narrow to get through. (Well done Robin for showing us it could be done in a Stag!) On then to the 'Baa Lambs' car park by Harpenden Common. This was

expected to be full and although it was, as we were only having a 'pit stop' and not leaving the cars we felt okay to block people in temporarily. It proved to be a good move as Mike and Helen's red Stag had developed a problem with the adjuster bracket on the alternator coming adrift, making a bit of a racket whilst no longer charging the battery! A joint effort by those present involving a unique arrangement of cable ties suspending the alternator, enabled him to get going again. However Mike decided to not press his luck and returned home while he could do so unaided! We heard later he made it okay. We then headed to The Cricketers at Sarratt for a pre-booked lunch. This is a lovely pub overlooking Sarratt green, but whilst it had a reasonable car park there were no 'official' spaces left! Time to get creative! The excellent lunch finished off another successful event.

Our May meeting was the first of our two planned experiment meets to help give more opportunities to those living in the North London and East Herts parts of the area to attend a meeting nearer to where they live. An overcast but dry evening saw two Stags grace one of the car parks along with 9 of us meeting and half of us eating! The food was good and with 30% off on Thursdays it made it even better. The main conversation topic as I recall seemed to centre around cruises. Must be getting ready for the holiday season. June sees us back at the Golden Eagle for a respite before our second foray out in July to the Woodman Inn, Brookmans Park for the monthly meeting. Once both pubs have been sampled we'll take a vote on which location to choose as an alternating venue with the Golden Eagle.



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. Please contact me if you wish to be added to the area WhatsApp group to get the latest updates on our events. See the diary below for what's coming up:

Peter Goodman

DIARY DATES

- 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 meets 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.
- Thursday 4th September H&NL monthly meet around 7pm at The Golden Eagle, or our newly selected alternative pub as voted on by you, our members! Stay tuned for news...

Paul Harrison
Mobile: 07710 316558 Email: p_harrison63@
hotmail.com

hotmail

CAMBRIDGESHIRE

ur April event was full of pleasant surprises and I am sure much enjoyed by our members. The National Drive It Day event was a great success, providing the perfect weather for top-down motoring, a new venue for us at The Elm in the picturesque village of Abbots Ripton, after having a coffee morning at Notcutts Garden Centre, Brampton. We also welcomed 7 newcomers and had a fantastic display of cars featuring a line-up of eleven stags glowing in the sunshine. Our day was organised by Rod Kennedy who unfortunately had an issue with his Stag and had a longer trip home on a recovery vehicle. I understand that Rod's Stag is now back up and running.

We have a busy month in May with two events. Firstly on the 18th we have SOC Eastern Region Day at the Bressingham Steam Museum and Gardens where there is a multitude of entertainments on offer. Our second event on



the 31st May provides an opportunity to display our Stags at the Cambridgeshire County Show, Abbots Ripton.

The attendance at events from our Cambridgeshire members has been growing throughout the last six months and I thank you for your continuing support for the events throughout this year.

DIARY DATES

- Saturday 31st May Cambridgeshire County Show, Abbots Ripton Estate
- Sunday 8th June Fenland Classic Vehicle Show + Ramsey Rural Museum, Ramsey
- Saturday 14th June National Horseracing Museum Classic Car Show, Newmarket
- Sat/Sun 12th/13th July SOC National Day at Shuttleworth Manor, Biggleswade, Beds
- Sunday 17th August Treasure Hunt Drive
- Y 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

BEDFORDSHIRE & NORTHANTS

t was nice to see a good turnout of Club members and some Stags to Ray Martin's funeral. Also I was pleased to learn that Ray's youngest daughter has inherited the Stag and already had Ray's membership transferred. We look forward to seeing Alex and her boyfriend James to some meetings.

Natter and Noggin

Aprils N&N was well attended taking over most of the little room in the restaurant. The car park had a few Stags including Ken Symmonds newly re spayed Sapphire Blue. Hopefully as the night get lighter we will have more Stags in the car park.



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

Four Stags attended the midweek meeting at the Compasses Public House, Greenfield to join a mixture of other classic cars and a couple of supper cars. It was interesting when the McClaren arrived and scrapped his underneath as he left the car park to go onto the grass. He did not stay long.

Another midweek show I attended was the Caddington Sports and Social club small car gathering with a nice mixture of about 30 cars from an early Austin Seven Morris Minor to a couple of Porsche 928 and 944 along with a couple Jaguars. I got talking to the organiser of another midweek event to be held at the Stewartby College on the 21st May where the college will be opening up there engineering workshop to view and discuss hoe they can assist in the use of their facilities. I will give a report next month.

Drive it Day

It was well attended and the sun shone for run out full report elsewhere in the magazine

Don't forget if you want your pictures 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://wwwstag.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

- 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 Shuttleworth 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
- August 12th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- August 17th Sunday Flitwick Lockdown Car show Millennium Park MK45 1HP
- August 20th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- August 21st Natter and Noggin RED LION Elstow Bedford MK42 9XP
- August 22/24th Silverstone Festival Silverstone Circuit Towcester NN12 8TN
- September 9th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- September 17th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

Mobile: 07816 271237 rogkennedy44@aol.com

SUFFOLK & N.ESSEX

rive It Day 27th April was our first large group outing this year, so we headed off to the start point in Sudbury on a lovely sunny morning. Peter, who had planned our drive, handed out some route cards and then we (all 16 stags) set off. Our destination was the Secret Nuclear Bunker at Kelvedon Hatch. I'm amazed we found it (being Secret ha ha). On the way we travelled through some superb scenery of Suffolk and Essex.

On arrival I was greeted by a lady who welcomed us and commented on how brilliant our cars looked. She invited us to arrange a drive to Kelvedon Hall where she lives. Numbers were exchanged and that's one to look forward to. We then walked down a small path to a rather strange looking bungalow in the woods which was the entrance to a real relic of the cold war - part of the post-apocalyptic contingency plan. I even spotted Maggie in the prime minister's bunk. What a very interesting place it



was. We then set off for the second half of the drive to our place to eat. Unfortunately a couple of others and I got rather lost so after a quick meeting somewhere in Essex we popped the destination in to the good old satnav and followed it to our final stop, The Harbour View overlooking Tollesbury Marina. What a great place to finish our day. Well done Peter.

May is a busy month which started with the Ipswich to Felixstowe run and for some of us will finish in Germany with Eastern Region Day at Bressingham and The Transport Extravaganza in between. Back to now though and on a slightly cooler and occasionally damp day 14 stags met up at Tesco's to process to the event start in Christchurch Park where over 500 others joined us for the journey to Felixstowe. We set off in a line and on the way out I saw Paul filming us. Then we joined what can only be described as a slow procession, with the route lined with people waving and plenty of hooting and waving back. Once parked up on the prom it was time for a cuppa and cake. Then the decision which way to walk with so much to see and the ice cream sign beckoning. As always it was a great day out.

Don't forget our June N&N is a week later on the 11th to give us time to polish up after the ESM.

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

- ▼ 11th June N&N The George. Hintlesham IP8 3NH
- *Shine and show*
- * **A week later than normal**
- 22nd June Ringshall village fete and craft Market
- ▼ 29th June The Lawn at Rochford
- ▼ 2nd July N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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

Tim Hart Mobile: 07749 895710 suffolk@stag.org.uk



ESSEX

rive it Day was a fantastic day with great weather, good food and even better company. 17 Stags on the run and topless and we were also joined by Ray and Ros with their lovely MGC. Route took us to the Hanging Gardens on the A414 for tea and cake and then onto the White Hart pub in Margaretting Tye. Bob did any excellent route with no traffic lights and very scenic. Thank you Bob!

May was the Little Baddow Open gardens, well attended and also the Eastern Regional Day at Bressingham Steam Museum and Gardens. Reports to follow.

This month is quiet and the opportunity to polish car and alloys ready for July which is a busy month. For the first time we have 4 events. We are attending in good numbers to the Hyde Hall Classic Car show on the 6th. There is National Day on the 12/13th, see magazine for details. We have been kindly invited by Jason and Natalie to host the area BBQ on the 26th, thank you both. The following Day we have the London to Southend Run which we have not done before. All in all, a busy month.

By now, I will have sent out details to register for the Maldon Classic Car show which is an excellent show and we will be parking with the Suffolk area where last year we had a long line of Stags on show. Over 500 classic cars attended of all kinds so made this show one not to miss. Plus you can always get an ice cream.

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

- ▼ 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 26th Area BBQ at Natalie and Jason's
- July 27th London to Southend Classic Car Run
- August 7th Club night, Old Windmill

- August 22nd 25th Long Weekend away TBA
- ▼ September 4th Club night, Old Windmill
- September 14th Maldon Classic car Show
- October 2nd Club night, Old Windmill

Andrew Smith

Tel: 01702 511234

Email: yellowstagv8@gmail.com

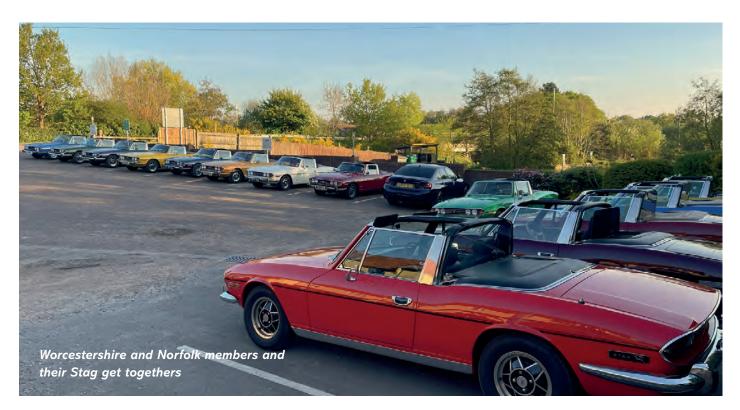
NORFOLK

orcestershire SOC visited us during April as part of their State Tour of Norfolk, based at the Old Hall Hotel, Caister. 32 people (50:50 between Areas) & 15 topless Stags graced Wayford Bridge Inn's (https://www.wayfordbridge.co.uk/) car park near Stalham. A policy of sitting only with people you DON'T know worked beautifully & the hubbub of chatting & laughter filled our room for 4 hours! Delivery of the excellent food involved a few delays but our animated conversations limited their impact. Bob Ingles humorously proposed a toast from the visitors highlighting their thanks for Norfolk agreeing to pay for all Worcestershire's meals. Chris Liles responded for Norfolk & his reply included the word 'deluded'! Overall, an excellent evening of 'SOCiability' which would have made our late, great founding President, Ken Hudson's heart sing with delight. Tonight is exactly what he wanted SOC to be all about - friendship arising from a common love of Stags.

May Noggin 'n' Natter 42 of us enjoyed ourselves tonight & despite it being a cold, overcast evening, 3 Stags were in the car park. Andy Thacker was delighted to be handed the keys of his Stag, newly restored by Steve & Peter, our local specialists. Peter Robinson brought his ex-Harry Webster Java Stag – top-down despite the chill. Aubrey & Mary brought 'The Beast' & due to it's new quad-pipe exhausts we heard them before we saw them! Top-down of course but then they do have posh heated seats! Aubrey told us all later that they are seriously considering entering the Round Britain Reliability Run again – respect! If you don't know what is involved in this challenging charity event browse: clubtriumph.co.uk/rbrr/index/

In our monthly round-up we found several had enjoyed Earsham Hall. Also, Steve & Jeff joined the MG Heritage Run, Ian & Nancy went on N.Nfk. Classic Vehicle Club's St. George's Day drive to Holkham Hall & Tom & Chrissy visited the Old Buckenham Country Park event.

Some key future dates were discussed including Sunday 6th July Thursford Gala Day where we are going to have a designated area. We currently have 14 Stags confirmed, but would like more. This is a free event. You will be provided with two wrist bands on arrival which entitle you and a guest to free entry to the event and a voucher for one complimentary BBQ food and two drinks per person from the Thursford BBQ (excludes alcoholic beverages and food / drink provided by external



suppliers). Can you please let me (Kevin) know if you will be attending asap, so that we can request the appropriate size area. I will send out more details of the day as soon as we receive them.

lan & Nancy are arranging a visit to Langham Glass (www.langhamglass.co.uk) followed by a BBQ at theirs on Sunday 20th July. On Saturday (NB not Sunday) 27th September, Charles is organising a drive from Salhouse to Gressenhall Farm & Workshop Museum of Norfolk Life (www.gressenhall.norfolk.gov.uk). He's achieved a substantial reduction from the usual £17 pp to only £6 pp (!), so don't miss out. Put both events in your diaries & watch for further details on our Google Calendar &/or email.

Finally, a reminder to periodically visit our web page at www.stag.org.uk where's there's a monthly update on what we've been doing plus literally hundreds of local

photos. Once you've logged in with your Membership Number & password just go to 'Members Area' then 'UK Area Websites', select us on the map & you're there!

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 premeeting (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



OUT & ABOUT

MIDLANDS

Regional Co-ordinator:

James Scott scottygsxr@gmail.com Mob: 07970 206829

WARWICKSHIRE / LEICESTERSHIRE

tarting 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.



The highlight for us this month was the brilliant Drive It Day Craddock Tours Memorial Run. Sunday the 27th April. The weather was brilliant. We met in John and Elaine's Road, much to the delight of most of the neighbours. What a sight! 18 Stags, 1 Jaguar and 2 'moderns'. It was great to have Bill and Kate with us chauffeured by Roger and Les and Nigel and Cathy up from Surrey for a wedding and stayed over to join us for our tribute to the Cradds. Martin and Teresa were brilliant organising the route and buffet venue, so a great thanks to them. Also, Paul and



Elaine and Roger and Lesley who also chipped in with the planning and route proving.

We are thinking about making this an annual event, so watch out for dates etc.

Getting there with the projects, but like most things to do with my life now, slow progress. The only time I move quickly is when I trip up. The 2k is almost there now and Sam's GT is about to be fired up on Monday for the first time in 6 years.

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

- ▼ 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.

July

- ▼ Sunday 6th July Market Harborough Classic Car Show.
- ▼ Sat/Sun 12th/13th National Day at the Shuttleowrth Collection-see magazine for details.
- Sunday 13th Gaydon BMC Day checking details at the moment.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

https://www.stag.org.uk/warks-leics-area-home-page/ *Tony Lapworth*

Tel: 07906 971960 tony.lapworth@outlook.com

SOUTH BIRMINGHAM

oel's Notebook
Hooray! April provided some good weather for getting our Stags out and about. Dry and often sunny with some decent temperature to boot. This spell of good weather also coincided with an interesting series of events that many of our group attended.

The Pride of Longbridge event, which was cancelled last year due to Cofton Park being waterlogged, took place on 26th April. The event celebrates the work of the 'Austn works' and the product and engineering skills of the Longbridge workforce over the years. This year was extremely well attended with about 200 vehicles made at the plant. Not a showcase for Stags, that of course were produced at Canley but still a number of our members, some of who worked at Longbridge went along.

Brian, Peter and Mal, Andy and Kate, and I entered the Drive It Day run organised RH Insurance on the 27th. Starting from their offices in Worcester the 70 mile route meandered through parts of Worcestershire and Herefordshire finishing up at the Weston Cider Mill at Much Wenlock. The route took in both 'A' roads and country lanes that made for a very enjoyable drive indeed. The views from the Malvern hills were spectacular and the villages we passed through were a delight see. As was one hillside bank that was nothing short of a blanket of blue bells. A great day out and superbly organised.

Phil sent me a picture of his car that he took whilst at the Wythall Transport Museum show that he attended as his contribution to the Drive it Day events. Lovely picture from a day he really enjoyed.

The first 'Bowling Green Classic Cars' event named after the pub in Stoke Prior where show took place until it closed last year. The organisers have managed to find another venue at the Droitwich Rugby Club. This first event at the new venue was very well attend with the usual large variety of vehicles.

Our N&N meeting on the 6th May was very well attended indeed. Eleven Stags on the carpark and the bar filled with members and their partners who all thoroughly enjoyed a great early spring evening chatting and socialising with one another.

Photos from all these events are on our website. Go to 'events photos' and click on 'events 2025.

You may recall that that in last month's report I mentioned that Gary was investigating what he thought was a gearbox noise that in fact turned out not the gearbox at all. His attention turned to the overdrive unit as the culprit. I am delighted to report that having sourced and fitted a replacement unit he has cured the problem. Mind you I am only half as delighted to report this as Gary is that all is well with his Stag. Well done Gary!

DIARY DATES

June

- ▼ Sun 1st Classic Car & Bike Show for Parkinsons,Bodenham 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 OBN
- 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

July

- Y Sat 5th Bike Bonanza, Shelsley Walsh, WR6 6RP
- Sat 5th Hanbury Show, Park Hall Farm, Hanbury,
- Sat 5th Family Day, Highnam Court, Gloucs
- Sun 6th Vintage Meeting, Shelsley Walsh, WR6 6RP
- Sat 12th Ombersley Car Show, Ombersley Memorial Hall, WR9 ODY
- Sat 12th Astwood Bank Carnival, SE Davis, Astwood Bank
- Y Sun 13th Classic Car Show & Picnic, Hanbury Hall
- Sun 20th Classic Nostalgia, Shelsley Walsh, WR6 6RP
- Sun 20th Apley Classic Motor Day, Apley Farm Shop, TF11 9ED
- Sun 27th McMillan Afternoon Tea / fundraiser, Hosted by Tony & Christine Gibbs

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottygsxr@gmail.com

NOTTS/DERBY

ay Meeting
A quieter than normal turnout, with only 15 of us and 4 Stags, including lan's, looking very nice after it's recent bodywork restoration and respray.

Final arrangements were made for the May breakfast run and a few new events were added to the list (see below). Contact Phil for any events that don't have any contact details.

We had a couple of bits of sad news, Most of you will remember Graham and Enid Bradley who were very active at one time, sadly Enid passed away in March. In the last report, Nicky had taken a couple of friends out in her Stag, sadly since then, John who wasn't well has also passed away.

We also had a big Birthday, Jack reaching the grand old age of **! It would be fair to tell you exactly how big would it!

Drive It Day

Les, my self and our son Rob, made our way down to the Great British Car Museum in Ambergate. We went in the Stag, Rob joined us on his gorgeous 2014 Triumph 600 Triple. It was a gathering for MG Rover variants but there were other classics there too. It was an incredible turn out even into the overflow car park, I spoke to a chap who had come from Belgium. After our picnic Rob went to Matlock to join the other hundreds of bikers enjoying the sunshine

Paul H

Bank Holiday Monday - The Razzle Dazzle Girls

Me, Set, Maz & Clare - group name because of our sparkly dresses when we go out dancing!

We had a lovely drive out and stopped off at the Tollgate Micro Brewery/ Milking Parlour near Ticknall for liquid refreshments and BBQ.

Thelma and Louise eat your heart out - looking forward to many more outings this summer!

Nickv

Papplewick Pumping Station

An early, 08-15, meeting at Blidworth Woods prior to the short drive to Papplewick Pumping Station by our four Stags. Two had ventured out with the tops down, after all we had become accustomed to temperatures in the upper 20's. A cool - no cold- morning would surely warm up during the day, the sun was attempting to shine. Another fine attendance of varied classics and plenty of visitors made for a lively and enjoyable day. If only it hadn't been for the Siberian wind! Shelter was evident in the boiler room and the cafe or refuge in the comfort of the Stags. Papplewick is a really interesting and worthwhile place to visit, not only for the cars on display and but the engineering exhibits and the amazing underground reservoir. Alway an enjoyable day out.

Mike and Jan

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 2nd July 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.

Any marked as TBC haven't been confirmed as exact dates and booking information aren't yet available or not found.

- 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.barlowcarnival.co.uk
- 17th August Kings Bromley Show www.kingsbromleyshow.co.uk
- 23rd August Gloucester Goes Retro
- 25th August Silverstone Classic
- 25th August Pershore Plum Festival
- 7th September Triumph Day, Imperial War Museum, Duxford TBC
- 7th September Triumph Day, Shuttleworth Collection, Old Warden TBC
- 7th September Triumph Day, Great British Car Journey Museum, Ambergate No booking needed
- 13th − 14th September Road, Rail and Ale, Statfold Country Park, Tamworth
- 20th September Area Day, Huddlesford
- 21st September Hinckley Classic Car Show

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn Tel: 07542 338100 nottsderby@stag.org.uk

WORCESTERSHIRE

t's been a busy April with four separate well attended events.

Bowling at Bromsgrove, 5th April

Andy Is a keen bowler, so together with Julia they organised a taster session of indoor bowling at Bromsgrove. It looks so easy when you see other people do it and Andy did his best to show us the right technique, but we're not naturals, one or two bowls went in completely the wrong direction. After a couple of hours we moved on to a lovely pub lunch. Thank you Andy and Julia for organising this, I hope we didn't embarrass you too much in front of your bowling club friends!



Worcestershire Drive-it-Day, 13th April

Our Drive-it-Day had to be moved because it clashed with the start of our spring holiday, so we had it on Sunday 13th April. A total of 9 stags, a Jaguar mk2, a Mercedes and a Volvo (deputising for a Stag suffering from a seat belt issue) assembled at St. Peter's Garden Centre near the A4440 Worcester By-pass for the start of the event which covered over 90 miles in two stages.

The first stage began under cloudy skies and was designed to follow the route of the river Severn and so it took the teams through Upton-on-Severn and then on country roads to Gloucester. We then followed the A48 which offered stunning views of the river as it broadened out becoming an estuary. The stage ended at Taurus Crafts near Lydney which gave the teams the opportunity for a well-deserved coffee.

The second stage, with sunny skies, involved scenic country roads through the Forest of Dean and then along

the A449 heading back towards Gloucester. This offered the opportunity for faster driving and great views of the rural landscape. The route then turned North through the interestingly named village of Trumpet. At Newtown, the A4103 took the teams along the Worcester road until Bransford was reached where everyone enjoyed an excellent Sunday lunch at the Bear and Ragged Staff.

Thank you David and Jan for organising another great day out.

Bluebell and Daffodil Drive, 16th April See separate report.

Norfolk Spring Holiday, 27th April to 2nd May See separate report.

We have another holiday coming up at the beginning of June so the June N&N will be a week later than normal on the 12th June.

DIARY DATES

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

3 July - N&N The Oak

5 July - Highnam Court Family Day

12-13 July - National Day - Shuttleworth

20 July - Classic Nostalgia - Shelsley Walsh

27 July - MacMillan Afternoon Tea

7 Aug - N&N The Fleece (tbc)

25 Aug - The Pershore Plum Fayre

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

SOUTH CHESHIRE / NORTH STAFFORD

Judy Harrison Tel: 0161 748 4608

SHROPSHIRE & SOUTH STAFFORDSHIRE

Steve Ellison

Mobile: 07710 642963 steven.ellison@icloud.com

OUT & ABOUT





Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net Tel: 01977 677733

CLEVELAND & CO DURHAM

our Stags and a Lexus met in Durham for our Drive it Day run and lunch. We welcomed recently joined members John and Karen who were coming with us for the first time. Jo and Karen, Chris and Alison, Nigel and Jennifer along with Sylvia and me making up the numbers. The sun was bright as we set off towards Blanchland where we were booked in at The Lord Crewe Arms. As we approached Lanchester we had to slow down behind a convoy of vintage buses, presumably out for their Drive it Day. When we got to the village it was busier than I've seen it before, the car park being pretty much full, so a couple of us managed to park there with the rest finding space on the road side. We were shown to our table and in the process of ordering drinks when Dick and lan walked in, they had gone out for the drive with the intention of just meeting up with us. Two additional seats were found so they could join us for lunch, which I thought was excellent. Back outside and it was decided to go via Crawleyside to Stanhope and then follow the A689 where everybody would peel away to make their own way home. Thanks to those who came along, I hope you all enjoyed the day.

Croft Classic to Modern Motor Show took place on May 10th where we shared a stand with TR Register Cleveland. Something of a disappointment as only three stags and three TRs were there. However, it was a lovely sunny day with the field full of classic and more modern stuff. This seemed to bring down the average age of those attending with many younger folk taking an interest in the cars.

DIARY DATES

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-classicand-retro-car-meet/
- Saturday 12th- Sunday 13th July SOC National Day, The Shuttleworth Collection, Bedfordshire.
- ▼ Sunday July 20th Newby Hall see https://necpwa.org/ page.php?6

 Mike & Brian

Mike Reeve

Tel: 01642 710101 michaelreeve121@btinternet.com

WEST YORKSHIRE

hat a start to the season. May is one of our busiest months, with shows and our annual Euro trip. As many of you know, this year we intend to join in with the celebrations in Germany with the rest of the ESM group, as the event is in Nuremberg this year, we in W Yorks intend to turn it into a 10-day holiday. So, most of us at present are doing odd jobs in the service department. While David Martin tries to get his head around Google Maps and why it changes every time, we email the route, I hope to have more to report about our trip in next month's magazine, and hopefully, most of all, that I come back accident-free.

The West Yorkshire area had a wonderful 'Drive it Day' on the 27th of April, arranged by John Philips, taking in the sights of parts of North Yorks as well as the Vale of York. I believe we had about 21 cars in total, leaving Miss Daisy's in Sutton-on-the-Forest near York and ending in Easingwold, where some of us had a picnic on the village green while some of the others visited the Olive Tree café for lunch. I'm sure John was happy with the turnout, as our



friends Ray and Mel, along with Charlie the Westie, came up from Staffordshire to join in. With a possible 20 shows to attend just in May alone, some of our groups are now spreading out, which is a good thing regarding getting our Marques noted out there. But with our Father's Day event at Castle Howard, in which we all bring some food and get the candelabra out and make this a main event, I would imagine we will have a bigger turnout than any other car club on that day there.

I keep getting requests for many other clubs for us to join and attend their events, which we try to do as much as we can, but not always possible due to the size of our program, as is, but we will keep sending the messages out for whoever can make them.

We are also going to some afternoon/ evening shows, where possible. At our last show before sending in this report, we attended Thoresby Hall with 9 cars from our area, but at the meeting, I spotted 6 more spread around the many cars there.

The Stag Golf Day

We had our annual West Yorks Golf Day on the 8th May, we were kindly hosted at Wakefield Golf Club, courtesy of Roy Winner Griffiths, who arranged for us to play, and further provided a 4-ball prize there, and a bottle of wine. Many thanks, Roy.

It was a hard round, with the score cards reflecting this; however, the course was in great shape, the weather was fair, & the team spirits were high!

The winner of the longest drive was Richard Hitter Horton for the second year running, and the nearest the pin was Dave Jetsetter Purnell, despite sporting a bandage and claiming an injury to his arm.

Our worthy winner who takes home the coveted trophy, and our congratulations, was Richard Hitter Horton, closely followed by Colin I'm In Spain Again Drinkall, who took the 4-ball round prize, and Tony In Like Flynn, who took home a bottle of wine.



Thanks to all who came and supported the event, next year is our 10th anniversary event, course to be announced soon.

With best regards Keith Godber Captain

> Wayne Day Email: westyorkshire@stag.org.uk

NORTHUMBRIA

elcome to new members Maurice & Stella who have re-joined after a 4 year absence – sadly an alternator problem prevented their attendance on Drive It Day but with new members Neil & Liz we now boast a brace of French blue Stags to enhance the colours in our Area line up!

Our Area Technical N&Ns at The Twin Farms continued on 15th April and we were pleased Alan Walker subsequently sorted his misfire and hot start problems with a new coil and adjustment to the fuel pressure; and Andrea got advice on selecting a new battery. We notify members of N&N meeting dates by WhatsApp. A variety of technical issues are discussed and it is an opportunity to have a drink and introduce yourselves to both experts and non-experts alike.

Our Drive It Day event was the highlight of our month on 27 April; we left Northumberlandia car park, surprising our friends in the TR Register with an unexpected drive past executed with precision timing in Stannington; passing Bothal Castle and mustering Linda & John in their distinctive Java green Stag in Ulgham: ultimately an incredible 30 Triumphs, one Daimler and a BSA motorcycle were carefully parked outside 16th century Eshott Hall where we were also pleased to welcome Alan & Alison Weddell on their first day out with the Club – we hope you enjoyed it! Moving into the ballroom we enjoyed an interesting talk about the history and future plans for Eshott Hall, once owned by Emerson Bainbridge who founded Bainbridge's, the world's first department store; and were then served at tables with jam, cream and





homemade scones, good number of which found their way into goody bags to take home. Most of us drove thence up the scenic coastal route under a blue lustrous sky to Bamburgh where we were joined by Nick & Judith and Mike & Sue and where we had permission to park on the edge of the cricket ground overseen by the magnificent battlements of Bamburgh Castle which provided another truly incredible photo opportunity. We sported a total of 32 Triumphs on the day – the highest number since our Howick Hall Centenary.

Our most interesting visit to Dilston Castle and Chapel hosted by John Nicholls MBE, President of the Jacobite Society, will appear in the next magazine.

Just in time for this magazine (at least for those who read it digitally) is our hastily arranged visit to Tynemouth Castle to meet up with Worcestershire Area members on their grand tour in 10 Stags. We have permission to drive through the portcullis; the visit will be for 90 minutes only.

Our jaunt on 8 June is to a huge classic car show with East of Scotland Area - a full day out to the imposing Grade A listed 16th century Thirlestane castle, just north of the Scottish border, home to the Duke of Lauderdale and visited by Bonnie Prince Charlie, Mary Queen of Scots and King James VI. One week later on 15 June as a Club we drive together through Northumberland countryside via Bellingham and Kielder Water for a 90 minute visit to Kielder Castle parking outside the castle itself then a short talk, refreshments and a walk or short drive to the unique deserted railway viaduct whence the railway line disappeared 43 years ago underneath Kielder reservoir.

As always, Members from any Area are welcome to attend – contact us for details!

DIARY DATES

- 5 June Thursday visit to Tynemouth Castle visit with Worcestershire Area; meet 15.00hrs North Shields Fish Quay – depart castle 17.00hrs.
- 8 June Thirlestane Castle classic car show with East of Scotland Area
- 15 June drive on B roads through Northumberland to 18th century Kielder 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 (join me on train?)
- ▼ 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 short tour by the owner of the Hall and gardens and some surprise entertainment! Roland & Brian

Roland Tate rolandtatetcf@gmail.com Andy Maughan

NORTH YORKSHIRE

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





Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

ell folks we have been blessed with some lovely spring sunshine in April and early May, so our season has got off to a good start! Our Drive it Day run was organised by Paul & Polly and took us on a leisurely trip around some lovely lanes in north Shropshire. We were set a task of visiting several village churches, trying to find clues to the questions set. Seven cars met up at The Raven Café near Whitchurch and most tucked into a hearty breakfast before trying to locate the points shown by postcodes. Despite a couple of hitches (all of which adds to the fun of an SOC day out) we had a great day and, of course, most of us rounded it off with nice meal at a local pub. Mel & Denise had to attend in their modern car as their Stag still has a couple of niggles to be sorted. On a similar note, Mark and Annie managed to catch up with us on the run and we have now seen photos of their Stag, which could well be legal and roadworthy by now, after a rest of nine years! (It's the car that has been resting, NOT Mark.)

The previous week I managed to keep my promise to take Vera for a run out on a sunny day. Due to RKY springing a fuel leak on start-up, we had to switch to my Stag. That didn't spoil the day, which involved a lovely run up to Southport, with the required stop for a tasty

late lunch at a marina near Scarisbrick. As Vera stated, it certainly blew away the cobwebs! I can also report that said fuel leak has now been resolved so hopefully our next trip will give RKY it's first decent run for a while.

Our current diary dates are listed below, and you will notice that we do not have any regular meetings scheduled for the next few months as the dates clash with events booked. I will keep sending out my regular emails as final details and amendments crop up. Please give me a call if you would like to be added to my list or need further info. All are welcome and we can still add numbers to most of the items listed.

Regards, Nick

DIARY DATES

June

- Y 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

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- ▼ 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



September

- Sunday 14th Meeting Rixton Community Hall 4.00pm
- Sat/Sun 20/21st Great British Car Show Knutsford
- Sunday 28th Walled Towns Run

October

- Sunday 12th Meeting Rixton Community Hall 4.00pm November
- Sunday 9th Meeting Rixton Community Hall 4.00pm
- Sat/Sun 15/16th SOC National AGM Weekend

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

Tel: 01606 624054 manchester@stag.org.uk

NORTH LANCASHIRE

Last month our meeting was at the Traders
Arms. This month we are trying the Bay Horse, but
I will have to let you know next month how it went.

Since the start of the season we have had 2 runs out the first was drive it day organized by Ted and from the feedback everything went well I believe 12 members attended with good weather a good route and a good meal at the end of the run.

This past weekend we had a run which I planned the route for, but as I am out of action regards driving it was a bit of guesswork. The weather could not have been better, it was an afternoon run around our local west Lancashire moors and again from the feedback was enjoyed by all 12 members attending a stop mid run at Smithills Hall then an ice cream stop and again finishing at 16:30 with a meal at a local pub.

We have Lytham Hall, Chipping Steam, and Heskin Steam along with a late event for Bank Holiday Monday at Great Harwood Show. All planned for this month, I will report next month on these.

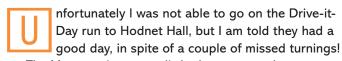
Our meetings are every 2nd Tuesday of the month but at present if you are planning on coming and have not been before check before starting where we are meeting as at present we don't have a confirmed location for our meetings.

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton Tel: 01772601164 d_haughton@btopenworld.com

NORTH WALES



The May meeting was a little down on numbers as two couples were on a trip to the Dutch Bulb Fields. I was rather ashamed to see two roof-down Stags in the car park, and neither of them were mine as I was in a modern daily! I did however have a good top-down drive across Denbigh Moors the previous week.

As I write this, tomorrow is the first show of the year, at Claremont Farm and the weather forecast looks good.

DIARY DATES

- Y Sun 8th June Tatton Park
- Sunday 6th July Lydiate
- Sunday 13th July Caerwys.
- Sunday 20th July Capesthorne Hall.
- Sunday 10th August Claremont Farm. North Cheshire
- Sun 17th August Tatton Park
- Sun/Mon 24th/25th August Capesthorne Hall
- Mon 25th August Prestatyn
- Sun 31st August Arley Hall

Let me know asap if you want Caerwys tickets. I have booked a stand for 20, but I know one or two regulars may be away on holiday.

In respect of the Capesthorne 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

OUT & ABOUT

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

NORTHERN



WEST OF SCOTLAND

irstly we would like to thank Stevie Taylor for agreeing to step in and help Brian and I out by becoming an official Deputy Co-ordinator, Everyone already knows Stevie as he is constantly in demand helping members fix their Stags, He is always happy to help anyone in a crisis. We are really lucky that we also have a supportive team of unsung hero's in our area that will always go that extra mile to help out whenever we need them. Without naming all of them (they know who they are) we would also like to say Thank You for all the continuing support we couldn't do half of the things we do without you.

Our first official outing this year was Drive it Day on the 27th of April. After last years drenching we were all keeping everything crossed that the same thing didn't happen again. We met up at our usual meeting place of Caulders in Cumbernauld and everyones heart sank as after all the hot weather it was pouring from the heavens, not to be put off we quickly changed our original route and headed for what looked like a brighter part of the county. We definitely did the right thing as we headed off towards our first stop at the Scottish Deer Centre the sun came out. We managed to get the roofs down while we enjoyed a light refreshment. As usual whenever we stop someone always lifts a bonnet (even though there is nothing wrong) and everyone has a look under it. We

then went further up towards St Andrews where we met up with Brian and Kim, who then took us down to the home of golf where we parked up with the St Andrews Course and club house in the background. After a stroll we headed towards Anstruther where we all sat outside in the glorious sunshine enjoying our Fish & Chips, We couldn't have asked for a better way to end a great first run out of the season. Roofs down all the way home, success.

Places are full for all the shows, anyone who wants to attend will be put on a reserved list for the stand. Biggar is the only one with places available as the organisers haven't given us the booking information yet.

Looking forward to a great 2025 season and catching up with all of our members new and old from the different regions, come and see us, there is always a cuppa and a biscuit ready.

Meetings are held on the 1st Tuesday of each month at The Redurst Hotel, Everyone welcome

DIARY DATES

- Frrol 7th & 8th June (Main show day 8th)
- Moffat 28th & 29th June (run on the sat & show Sunday)
- r 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

he theme for this year's classic show at Thirlestane Castle on 7/8 June is "the seventies", so the organisers invited some suitable cars to the castle for a photoshoot to advertise the event. Five cars were present on a sunny April evening, along with two appropriately dressed models (actually a nurse and a tree surgeon). The photographer spent an hour and a half taking pics, and it was interesting that he wanted the Stag front and centre in nearly all of them. Perhaps this was because the Stag was the only one made just in the



seventies. Or maybe because it was the prettiest. A large advert appeared in the Scotsman the following week, and also in The Times plus a few other papers.

We joined the TR Register for our Drive-it-day outing, which took us along the north side of the Forth in western Fife then over the water for lunch in south Queensferry. Thanks to Derek MacAllister (a member of both clubs) for organizing.

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

he season has started at last. We had our Drive it Day run on the 27th and it was another great success. We met at Aberdeen Beach in the morning and we counted over 160 vehicles. We then made our way to the National Trust Scotland venue, Crathes Castle on Royal Deeside. The weather was good and the castle and gardens were very busy. More recently my local Heritage Centre organised a V.E. 80 event on Friday evening. I was asked to invite cars from my local car club and we counted 51 cars. It was a lovely evening and there were lots of visitors admiring our cars. There were also some military vehicles including an armoured car. We went for a run round Inverurie and the armoured car blew its engine on a roundabout, causing havoc.

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

They are on the 3rd Wednesday of the month at 8pm. Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

NORTHERN IRELAND

can now confirm that the Kilbroney Show at Rostrevor will be going ahead on Saturday 21st June 08:00-17:00.

I have booked an SOC club stand for up to 12 pre booked members. If you didn't manage to get an online entry, there will be some additional entries available on the day on a first come first served basis, at a cost of £20.

All exhibitors need to be in position before 11:00 but I recommend you get there as early as possible, preferably before 09:00, especially if you hope to pay on the day.

Looking forward to seeing you all there.

Also our monthly meetings will continue on the second Wednesday of every month at our new venue, Ballymacbrennan Old School House.

David Seeds Coordinator Tel: 07958150828 David.seeds@btinternet.com

OUT & ABOUT SOUTH CENTRAL

WILTSHIRE

ix Stags joined up for our Drive It day excursion and Sunday Lunch, we met at the Castle & Ball, it was great to see Mary & Chris back with us, who've been absent for nearly a year due to health problems, we left Marlborough and headed for The George, Longbridge Derevil, we went via Pusey and Larkhill, then across Salisbury plain to the outskirts of Warminster and The George, with the car park being very busy, we failed to get a full group photo of our Stags.

I previously mentioned the popularity of breakfast Classic car meets, and my disappointment of my visit to Petrolis, Burdord, well, my next classic breakfast meet was quite the opposite, it was at Millets Farm (a Farm Shop and Garden Centre) near Marcham Oxon, on a Thursday morning, I turned up at around 10am, expecting to see perhaps 20 or thirty classics, was I surprised that by 11:30, there were over 150 classics parked up, only two Stags. So there's either a large contingent of retired Classic owners local to Millets farm, or there are quite a few WFH classic car owners, the only disappointment was that there was no breakfast bap Caravan.





Our Natter & Noggin meeting in May, was relatively low key, just eight of us around the table and only two Stags in the car park, our group included our new member, Chris Moore. Chris has recently purchased an early Mark 1 in Signal Red, and he's attempting to get it back to original, replacing front Saab seats, removing sill covers and shod it with steel wheels and the appropriate correct



wheel covers. There was discussion about the proposed Solent & New Forest/Hampshire/Surrey/Wiltshire meet, but unfortunately we didn't yet have a venue (since proposed as the Atwell museum, Calne) This will be on Sunday 25th May. This should happen before you read this. We've also been notified of the 2025 Sumerford Show which is on the 9th August, although only four Stags attend last year, it was great day out. (its in our diary)

We discussed the flurry of Stag failures that our members are suffering at present, John Goff has confirmed his Stag has dropped a valve spring on no2, Dave Nichols Stag has suffered a head failure, a video of his exhaust looks as though he was boiling a kettle, and John Garnet, is planning to swap out the 55w main beam headlight bulbs for some thing brighter. Nick Machin, has sold his Stag, he's had it on the market for a while, but was pleased with the sale price he realised, Nick says he's going to remain a member, even though he's now a Saab convertible driver

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).

Our next meeting will be on the first Tuesday of April, the venue, The MilkChurn 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

Tel: 01367 810569 wiltshire@stag.org.uk

THAMES VALLEY

elcome to the newly found sunshine, a definite motivator for Stag usage.

A couple of events have taken place over the last month, firstly on Monday 14th April we had another weekday lunch meet up, a new venue was tried for this, The Swan at Three Mile Cross, a pleasant social gathering and a competitively priced meal.



The second of course was Drive It Day, five cars from the group met up at the Henry Street Garden Centre in Arborfield at 09:45 before departing at approximately 10:15 for a scenic drive through the countryside to our destination of The Castle View Retirement Village in Windsor. The venue played host to numerous vehicles from an early Bentley to a modern Lamborghini and many classics in between. Tea, coffee and cakes were available in abundance inside and hotdogs were freshly prepared outside.

Events for the future include:

- ▼ Woodley Carnival Saturday 14th June
- Yattenden Classic Vehicle Day 29th June (recommended)
- ▼ 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 10th June Monthly N&N, Shire Horse, Littlewick Green.
- Tuesday 8th July Monthly N&N, Shire Horse, Littlewick Green.
- Tuesday 12th August Monthly N&N, Shire Horse, Littlewick Green.

David Yapp

Mobile: 07970 059716 TVstags@hotmail.com

SOLENT & NEW FOREST

rive it Day came this month, so David and Sally arranged a run to go that day. However, due to so many other runs, rallies and shows being on as well, the turnout was rather low. Still, those of us that made it to the start point were pleased to arrive in warm and bright sunshine, so, tops down was the order of the day!

We left the Denmead start, travelling through several villages and country lanes, some unknown to us, indeed, a few with grass growing in the middle! We eventually arrived at our mid-morning coffee stop, a lovely garden centre at New Arlesford. Obviously coffee and tea being far too wet on their own, so the cake on offer had to be sampled. I can personally recommend the lemon and lavender sponge!

We left there suitably refuelled, Sally with an extra passenger in the shape of a garden hedgehog(!), and continued on across to the South Downs, enjoying the scenery as we noted how rapidly Spring had Sprung, and everything seemed to be growing at a pace, plants, trees and lambs in the field. Early afternoon saw us reach our destination, the Hollycombe Steam collection, near Liss. To our surprise, on entry we found that around twenty (!) Stags from Surrey area were also lined up there, so we made ourselves known and had a good long chat with them before going see the collection. After touring around and trying a few of the rides on offer, we returned to the cars and had our picnic lunches before heading back home.

DIARY DATES

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

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

SOLENT & NEW FOREST AREA WEBPAGE

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

Ian Knight

Mob: 0790 4022781 ianknight.stag@gmail.com

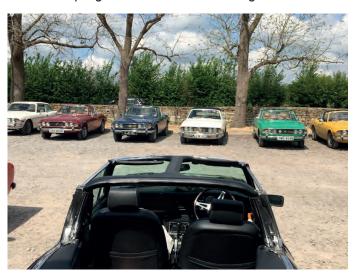
COTSWOLDS

REA MONTHLY MEETINGS

Currently take the form of a 'Last Saturday of the month' cross country jaunt followed by lunch with details circulated via email shortly prior or upon request. The anticipated June destination is the Fleece at Bretforton.

Sad news to belatedly learn of Peter Cole's death. A joint Cotswolds coordinator from 1987 - 90, Peter continued his enthusiasm for classic motorcycles long after selling his Stag and was still regularly walking up Churchdown Hill late last year. RIP Pete.

Whilst electric cooling fans are a useful back up for and sometimes alternative to the standard, they don't last forever. I have had one fail, as have Tony and Judy who thus attended Drive it Day in their massive Mini. Come to think of it, in agricultural applications I have only ever seen viscous coupling used and no doubt with good reason.



Thanks to modern technology, long term Stag owner Chris H. was able to track our progress and seamlessly join six Cotswold Stags and two moderns celebrating Drive it Day with a convoy jaunt to Five Zeros Supercar Storage at Bradford on Avon, which is worth a visit if you like that sort of thing. There was some mightily impressive machinery to be seen, rare classics and various visiting marques. My choice to take home? The DB4 Superleggera please. Some of us did our own thing, with Charlie finding good company for his Stag at the Ablington Motor Hub.

I believe that one of our strengths as an Area is that

occasional attendees can join us and still feel part of the group, and that newcomers also feel welcome. If you haven't joined us previously or are visiting our patch, do come along - perhaps confirming event before travelling.

Despite an ever growing calendar of events, some of us plan to join the car display at Leonard Stanley Fayre on Saturday July 19th. Unfortunately clashing with the Shelsley Walsh Classic, but we will be represented by Tony and Judy and possibly others. If you wish to be added to the Leonard Stanley list, please let me know to ensure sufficient parking space.

HOOKY CLASSICS

The gathering which we have often attended has outgrown it's previous location and begins again on Sunday 8th June at Saltway Farm Shop, Broughton Road, Banbury OX16 9UL. Running from 1000 until 1230, five events are anticipated through the summer and autumn on the second Sunday of the month. Further details may be found on their Facebook page which requires you to join the group in order to access, although dates do appear to be public facing.

Bear in mind that the first Hooky Classics meeting clashes with the Pied Piper Show at Highnam.

Rupert Klaiber rupertk@hotmail.co.uk Mark Jackson cotswolds@stag.org.uk

DIARY DATES

Not a guarantee of Area attendance

- Sunday 9th June Pied Piper Show, Highnam Court
- Sunday 9th Hooky Classics, Banbury
- Saturday 5th July Family Day, Highnam Court
- 12th/ 13th July SOC National Weekend, Shuttleworth Collection
- Saturday 19th July Leonard Stanley Fayre
- 1st 3rd August Vintage & Country Extravaganza, South Cerney
- Sunday 17th August Classics Nostalgia Vehicle Show, Tewkesbury
- ▼ 12th 14th September Weekend away, Montacute

OTSWOLD AREA WEBPAGE

https://www.stag.org.uk/cotswolds-area-home-page/ Rupert Klaiber

Mobile: 07745 495264 rupertk@hotmail.co.uk

OXFORD

here was a slight change of plan for the regular meet up this month. The new venue we originally penciled in for the West of the area, the

Merrymouth Inn in Chipping Norton, was in fact closed for refurbishment so we had to revert to the tried and tested 'Spud Pub' back in Weston-on-the Green which did mean a welcome return of Steve Bedford, Peter Goodman and a few others who are not able to join us at the other scheduled events.



This is one of our most favorite locations on the new 'circuit' as its very informal, the spuds are huge and it's a friendly atmosphere throughout. Given the lovely weather there was a total of five Stags, all without their hardtops, which was great to see. Given we decided to return to this pub a month earlier it meant we had to agree where to meet for our meeting in May. After a good group discussion, and with a unanimous decision to keep alternating the venues, we agreed to try Sturdy's Castle on Banbury Road in Kidlington. Ironically this used to be a spud pub but has since changed to Indian cuisine together with a more traditional English menu.

During the conversation it transpired that given our agreed date of the last Thursday of the month it does mean that some of the more regular members of the group will be embarking on the ESM in Germany so attendance is likely to be thin on the ground.

The main event in our area during the month was at Bicester Motion for the second scramble of the year and while I was unable to attend, I hear that it was another sellout event with some 9000 people present, made all the better with the fantastic weather. The highlight of the event had to be the early morning arrival of an RAF Spitfire which rested in one of the hangers to give the event a real authentic feeling. Anyone in attendance would have also noticed lots of development with new, very modern units beginning to spring up near the main road entrance. The first new occupant into one of these is to be YASA who will use it as their new HQ. YASA are a company owned by Mercedes-Benz born as a spin-out from the University of Oxford and are pioneering new electric drive technology and Bicester Motion will use their arrival as a showcase for the future of the venue. Jason Williams was there to run his eye over proceedings and report back to us all and he also let slip that he was lead guitarist of 'The Sometime Band' who entertained the crowd with three sets of classic songs. The talents of our group clearly extend beyond classic car mechanics....

Gary was lucky enough to attend the Wallingford Rally for the third year running on a gorgeous sunny Sunday early May. Tickets are limited to 300 and are sold out within 15 minutes of going on sale. What is particularly great about this show, is that all cars first meet up at the cricket club before going on quite a long route around and through Wallingford. The locals really get behind the event and there are always hundreds of spectators along the route waving and cheering. The drive ends at the park, where everyone parks up for a traditional classic car show.

There is a very nice pub, food & drink trucks, dog

show, fire brigade display, local radio station and various activities for the kids. It really is a great day out.....BUT, of course, hugely influenced by the weather.

There was a fantastic selection of classic and interesting vehicles and if you're interested in two wheels there were also some gorgeous bikes on display. Gary hopes to be lucky/quick enough to attend again next year"

I was also present at the coordinators' meeting at Gaydon on I7th May where I shared how I have mixed up the venues for the meetings in our area and the approach I take to the actual meetings, bringing some structure to positive feedback. The next stage of this will be to encourage member participation in some of the more formal activities that we have to do, but it's clear this is a challenge for all areas.

In fairness to the Oxford group there is an increasing amount of contribution, and we generally have a good discussion about forthcoming events and drive it days, as well as good advice on car repairs and enhancements with the WhatsApp group the chosen medium, as I've mentioned before, and this allows us to excel as a community. Modern technology hey, who said it was only for the young generation.

Don't forget if you have a story to tell that you think would be of interest then please reach out, and you are of course welcome to join our monthly meetings, which now cover off the entire area.

DIARY DATES

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 10th June
- Abingdon Air Show at Abingdon Airfield 14th June
- Oxfordshire Area Meet at The Red Lion Chalgrove 26th June
- ▼ Launton Classic & Retro Car Show atLaunton Sports
 Club 28th June
- Bloxham Steam Rally at Smiths Field, Bloxham 28th to 29th June

July

- Banbury Car & Bike Meet at Banbury Cricket Ground 3rd July
- Classic Vehicle Gathering at Kineton Sports & Social Club – 7th July
- Gaydon Gathering at British Motor Museum 8th July
- Hook Norton Classic Car Meet at The Hook Norton Brewery – 13th July
- Oxfordshire Area Meet at The Packhorse Milton Hill 31st July

OXFORD AREA WEBSITE

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

Richard Green Tel: 07796 946078 oxford@stag.org.uk

OUT & ABOUT





Regional Co-ordinator:

Steve Kiefer, Locksbottom, Kent schkiefer@aol.com Tel: 01689 854700 Mob 07979 962614

SOUTH EAST LONDON

arl's chasing Chris and now Chris is chasing me, its 2 days since the editorial deadline so I find myself sitting at my computer – wearing an old T-Shirt that says "Cleverly disguised as a responsible adult" (I didn't buy it!) so I'd better be sensible and write something for this month's area report!

The weather is warming up nicely and things are certainly picking up now. It's been quite a busy month for us this last month.

We had a nice meal out at the Thai Elephant in Coney Hall. This was a last-minute change of venue, but a welcome one nonetheless. I forget how many of us there were, somewhere around 14 I think, so a good turnout. We've been there before and the food is always good, and plentiful. Poor Rick was determined to maintain his dietary plans but fell off the wagon pretty quickly –haha sorry Rick!

A fortnight later and we had drive it day. We all made our way down to "The Vinyard" restaurant in Lamberhurst for a slap up 3 course meal. We had two routes down planned and there are enough of us now to make that work. I followed Martyn and Gaby in their Jaguar XJS as Martyns stag decided it didn't want to come out to play. We stopped off on the way and found a lovely couple of pubs that will be worth further investigation!



The other gang made their way down following Mike's route and we congregated at the Vinyard. 6 Stags, 2 Jaguar XJS's and a BMW I won't sully this article with again! I have to say, I do like a nice XJS and seeing the pair of them – both convertibles – parked next to each other was a nice sight.

We also disappointingly lost Dave 'DJ1' Jarvis on the way to the initial meeting point as his clutch decided to pack up. We are all hoping it wasn't signs of deeper gearbox troubles. Chris's Stag is also off the road at the moment as his Auto box is misbehaving. Mine is working, but pressurising the cooling system, so on reflection having just written this, we are collectively not having a great start to the season!

On the flipside – Paul's friend Martin had driven up from Devon to visit him in his Stag, which performed admirably so that balances things out nicely in my book. There were 14 of us in total, but poor Mac and Jacqui got relegated to the garden as the restaurant wouldn't let their lovely little dog in. All was not lost though as our tables were directly in front of some bi-fold doors and they were able to sit directly next to us. (Apologies for missing you out of my photo Martin I couldn't quite squeeze everyone in (He is just out of shot to the right of the pic).

It goes without saying that breakfast meets are coming thick and fast at this time of year. There is guaranteed to be something going on over a weekend, so if you want a trip out and an excuse to drag yourself out of bed on a Saturday or Sunday morning keep your eye on the Spond app and the Whatsapp chat.

Main diary dates are below, Best Wishes to you all Dave H.

DIARY DATES

- ₹ 5th June Monthly meet at the Bo-Peep (BR6 7QL)
- 12th June − meal at Smith & Wesson Lingfield.
- 22nd-25th June our annual trip away.
- 3rd July Monthly meet at the Bo-Peep

Chris Skinner
Tel: 0796 1058188 chris1976stag@gmail.com



SURREY

ur April meeting happened to be on the Bank Holiday Monday so we changed from our usual evening meet to the lunchtime, we had all booked tables before the Monday so Dan the pub manager realising there we quite a few of us put us in the meeting room all together, the food was great no complaints and good company with all the members.

Our Drive it day was a planned day out at the Hollycombe Steam Fair, we were to meet at the Jovial Sailor in Ripley at 11am for coffee I thought I would get there early so I arrived at 10.40. The car park was full of Stags on counting we think there were 19 cars, could not believe it. There were a few members we'd not seen for a while and new members joining us for the first time. After a coffee we traveled in convoy down the A3 through the Hindhead tunnel which made a wonderful sound with all the Stags together, then on to Liphook and the Steam Fair. They parked us all together in one line side by side with other Surrey members that arrived before us, in total there were 22 all shining in the sun on a beautiful day, we had a wonderful day together on the old fair ground rides and trains.

DIARY DATES

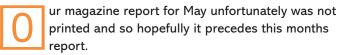
- 14th June BBQ with Keith and Sue please can you let me know if you are coming it makes things easier for the catering.
- 23rd June meeting at the Fairmile from 7pm
- 11th July National Weekend at the Shuttleworth Collection
- 21st July meeting at the Fairmile from 7pm
- ▼ 10th August Cranleigh Show
- ▼ 16th August Capel Show
- 24th August BBQ with Keith and Caroline
- 5-8th September Warners Weekend at Holme Lacy, Herefordshire

SURREY AREA WEBPAGE

https://www.stag.org.uk/welcome-to-surry-stagowners-club/

Gary Sorfleet & Matt Gravett
Mobile: 07768 454579 surrey@stag.org.uk

WEST SUSSEX



Not a lot to report this month as the season is about to get underway. We had our April club night when we returned back to an evening meeting at Tottington Manor and welcomed along Dave Hall, who has recently upgraded his MGB for a Stag. We have our run to Eastbourne Magnificent Motors on May 4. Club night at Tottington Manor on Tuesday May 6 from 7.30pm. Then we will have our Breakfast meeting on May 18 at The Harvester in Haywards Heath at 10am, where we will compare the venue with our existing. Then drive to Sheffield Park (N.T). Finally for the month we go to Staplefield Fete and car show (pre book on line)

We welcomed along Tom and Dee at our Drive it Day during April when we had 10 Stags turn up for the run from The Sussex Chalmer in Rudgewick to West Dene Gardens NR Goodwood. It was a really good run through the back roads of Sussex with very little traffic on a sunny day. On arrival, some went exploring the gardens while the rest headed for the tea rooms. A good day out and thanks to everybody.

Over to the early May Bank Holiday we had 8 Stags that applied for The Magnificent Motors in Eastbourne. We had to re-arrange our meeting place due to roadworks on the A27 and various events taking place in Brighton. The weather although dry, turned rather nippy during the afternoon. Some interesting and varying vehicles on display here and the first time I had seen a Toyota Sera.

Club night in May saw a group of us having a general chat and putting the world to right.

Hopefully everybody has applied for their tickets to the various shows now, make sure you've booked into Bromley Pageant, which this year is held at Ardingly Showground in Haywards Heath as we will need some help with the set up. Bob.

DIARY DATES

June

- 3 Club night at Tottington Manor from 7.30pm
- 29 Broyle Country Show. Booking required.

July

- ↑ 1 Club night at Tottington Manor from 7.30pm
- ▼ 12/13 National Day at Shuttleworth, Booking required
- ↑ 13 Parham Steam Rally, Booking required
- 27 Bromley Pageant of Motoring at South of England Showground, Ardingly. Haywards Heath Booking Required

August

- 3 Goodwood Classic Car Sunday, breakfast meeting
- 5 Club Night at Tottington Manor, Edburton, Henfield, from 7.30pm.
- 9/10 Motors by the Moat, Leeds Castle ME17 1RG (Book on line)
- ▼ 10 Cranleigh Car Show, (Book on line)
- ▼ 16 Capel Car Show (Book on line)
- ▼ 17 Classics at Penshurst Place (Book on line)
- 23 Barns Green Classic Vehicle Meet
- 24 Sadcase Storrington Show (Book on line)
- ▼ 24/25 Hellingly Festival of Transport

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage Mobile: 07802 246236 westsussex@stag.org.uk

any journey without finding a closed road and a massive diversion. Rant Over!

At 3PM we sat down to our much-anticipated full afternoon tea, the stands were laden with a goodly selection of sandwiches, the largest fruit scones I have ever seen, complete with jam and clotted cream, and to top it all off a varied selection of cakes. Plenty of tea or coffee was also available. Everyone agreed that the food was delicious and most were beaten by the shear amount supplied. The staff supplied some boxes to allow us to take home any of the remaining cakes.

23 very full people left to return to their cars. after another quick look at the gardens, and then separated to find their way home via yet another diversion caused by a 3-month shut down of a major cross roads in the middle of the county.

It was a truly excellent day with good cars and good friends and we will now have to think how to match it for next year's Drive it Day.

Derek Hewett

KENT AREA WEBPAGE

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

Derek Hewett
Tel: 07749232024 kent@stag.org.uk

KENT

warm sunny Sunday morning,11.30AM, 14 Stags assemble at the services at Junction 8 of the M20 ready for our journey to Ashburnham Place near Battle in East Sussex. Unfortunately due to the car parks being very busy it was not possible to line up the cars at either the start or finish for a full group photo We set off in 2 groups starting at 11.45 AM, to follow the 2 hr carefully researched route provided by Jonathon through the country lanes of Kent and East Sussex. With others travelling direct we are expecting 22 cars in total to arrive at 2PM to spend some time walking the magnificent grounds and for 23 people to enjoy a pre booked afternoon tea in the orangery. Other members opted for just simple Coffee and Cake.

Regrettably, one car stopped after less than 4 miles due to a massive fuel leak with petrol pouring all over the engine, luckily the engine cut out before catching alight. After a quick roadside inspection, it was decided that the only option was recovery and we reluctantly left Neil to phone for help. He was on the recovery truck by just after 2pm.

The journey in the warm sunshine was very relaxed with nobody getting lost, although lazy contractors left 2 sets of signs showing "Road Closed" on different parts of the route which caused some initial consternation. However, both roads were in fact open. Kent appears to have a rash of road closures and it impossible to complete

EAST SUSSEX

rive It Day this year began with the hearty clarion call for 'hoods down,' accompanied by a rousing chorus of, 'here comes the sun!' It was a big day for our so called, 'three musketeers,' Gary, Geoff and Terry, who had taken on the prestigious task of formulating a route, planning the schedule and marshalling the troops on the day. Blessed with blue skies and glorious sunshine, we got off to a good start and after assembling at our usual watering hole, the Green Man at Ringmer, the route began with a circular tour of local villages, including a trip around, Lewes, Offham, Cooksbridge and Barcombe. We then turned towards the coast and the scenic route took in the iconic sights of the Long Man of Wilmington, the White Horse at Litlington and fabulous views around Cuckmere Haven, East Dean and Birling Gap. We had a refreshment stop at The Beachy Head inn where the team had thoughtfully laid on a 'fly past' by Spitfires specially for the occasion!

After the break, it was if we had stepped back in time, exploring the picturesque lanes around the quaintly named Muddles Green, Chiddingly and Palehouse Common amongst others. The Sussex countryside was at its glorious best with canopied trees draping over avenues of green. In keeping with tradition, the day rounded off with a late lunch at the Hare and Hounds at Framfield. Hats off to the guys for organising such a good event and as ever,



thank you to Pete and Marion Coleman for their support in the lead up to the day.

Magnificent Motors was the next date on the calendar and its popularity is growing every year. Here is our roving reporter, Elissa Rawlings, account of the event:

Magnificent Motors is one of the biggest free motoring events on the South Coast and the East Sussex Area had 8 cars at the show. Amazingly, all but one was red in colour, very unusual. Not sure this has happened before.

It was a good show with a diverse range of classic cars, many of which are very beautiful and expensive. One Jaguar that caught our eye had been Winner at Le Mans 1951-53. There was music and singers and lots of eateries. West Sussex Area was also well represented (& had a selection of Stag colours!) and we enjoyed visiting each other and discussing future plans. What made the day for us was Club members popping in to see us: Geoff and Shirley, Mark, his Mum and Eve, Geoff and Claire, Steve Stewart and Tim. Our gazebo was a safe haven from the chilly East wind and we were lucky to have room to put it up. The Cat Protection League had had the spot next to ours and left just as we arrived. Purr-fect.

Paul Vincent was interviewed on stage by a local radio station. He was asked 'What was special about the Triumph Stag' and was a natural with the mike describing all the benefits of ownership and why he'd always wanted one.

(Captured forever on video!). Well done Paul.

Sounds like a great day out and a 'must' for next year's programme!

DIARY DATES

- Breakfast meeting: Saturday, 14th June
- Breakfast meeting: Saturday, 5th July
- Senlac Classic Car Show, Sunday 15th June
- Broyle Country Show, Sunday, 29th June
- SOC National Day, Shuttleworth Collection, Sat/Sunday 12/13th July
- Bromley Pageant at South of England Showground, Ardingly with Kent and SE London, Sunday, 27th July Sandy Gent on behalf of Bryan Gregory

EAST SUSSEX AREA WEBPAGE

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

Bryan Gregory

Tel: 01424 430050 bryangreg@talktalk.net

OUT & ABOUT

SOUTH WEST ENGLAND
AND WALES

DEVON

inally the sun is shining and the Easter holiday traffic has left our wonderful Devon lanes and moors to be enjoyed by Stags and other assorted classics. Driving over Dartmoor has been a classic-spotters dream this month, Drive It Day was obviously exceptional but it is unusual not to come across another classic owner on a guiet mid-week drive over Dartmoor.

April began with Vernon hosting the Noggin & Natter at the Hunting Lodge in Ivybridge. A good turnout to enjoy the fine fare at this lovely pub and talk all things Stag and beyond.

However, the highlight of the month has to have been the TSSC organised Cream Tea run. 23 cars met st the House of Marbles for the start of a gorgeous run across Dartmoor, with 8 others joining en-route. Jon Chartres route took the cars on a fantastic circuit of quieter Dartmoor roads with fantastic views and a well chosen stop for photographs. Despite some cars 'choosing' their own route, everyone finally ended up at Postbridge Village hall where we were treated to a very fine cream tea.

By the time that you read this we will have completed Sue & Mark's Treasure Hunt and BBQ (Full report next month) and you should be looking forward to two outstanding events at Powderham on 12th/13th July and RHS Rosemoor on 26th/27th July, Devon Area will have



its own stand at both events. Entries for Powderham have now closed, but Rosemoor is a great opportunity to visit their fantastic gardens as well as admiring the huge and eclectic selection of classic cars, motorcycles and tractors on the rolling lawns of the arboretum and speaking to the collectors who treasure them.

Our calendar is a bit short of Noggin & Natters over the Summer, if you can host one in your local on a Wednesday evening, just let us know and we will do the rest.

Finally, are you planning to treat your Stag to a trip further afield this Summer? If you are, we would love to hear about it and see your pictures. We can include them here is the SOC magazine, or add them to the Devon Area Webpage on the SOC website.

Jean & Peter

DEVON AREA WEBPAGE

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

Claire Purser

Mobile: 07768 848676 devon@stag.org.uk





SOMERSET / DORSET

ur April Sunday Lunch N&N on April 13th was another good turnout and enjoyable meal, this month at Haselbury Mill in the tithe barn, built in this century, but in the traditional style, quite an impressive building. We even had some Stags in the car park.

I dropped into Upton Bridge Farm to their Sunday car meet and it was a little quieter than previous Sundays. Still plenty of vehicles to look at and people to chat with.

Pete had told us about a car meet in Swanage on Sunday April 27th so we thought it would be a good choice for a Drive it Day drive. We managed to get seven Stags to attend, including new members Peter & Sue in their newly acquired Stag and not so new members, but their first outing with us, Rob and Gill. Good to meet you all and look forward to you joining us again soon. Pete had suggested meeting at Corfe Castle Car Park so he could lead us to the show and enable us to park together at Swanage. En route Pete was able to film the Stags following him as we drove past Corfe Castle and on to Swanage. With some assistance from Beverley, Pete was able to put together a short video of our drive and time



in Swanage and posted it on WhatsApp for us all to see. There was a good selection of vehicles at the meet and the car park was very handy to wander down to the sea front and town for coffee, cake and ice cream. It was superb weather all day and just right for being by the seaside.

As it was quite a trek to Swanage for Jane & Mark and Mike and Jackie, they decided to drive up onto Exmoor for their Drive it Day and enjoy the same excellent weather.

Saturday May 3rd was Sturminster Newton car meet and was now on the rec instead of the town car park so more vehicles were able to attend. When I arrived I was told there were nearly 300 vehicles present and at least 20 arrived after me, so a new record. Amongst the varied selection of vehicles on display were six Stags and even more Stag members as some had brought their other classics along.

As the weather was still looking fine for the Sunday I had suggested, on WhatsApp, a run down to Beer for coffee and cake on the beach but only Graham & Mary met us for a chilly but sunny lunch on the beach. Unfortunately as I arrived, one of my carbs was flooding and hitting it didn't stop it, so I left it to cool down and I would check it again after coffee. On my return the carb was still flooding so I had to remove the carbs and float chamber, check the needle valve was not stuck, put it back together and all worked fine. As this has happened a couple of times, I have now fitted a viton tipped needle valve and see if that helps.

I heard from Mark that he had been to Kingsbury Episcopi fair on Bank Holiday Monday (which he had previously told us about on WhatsApp) with his Stag and family and had a chilly but fun day out and sent a few photos to prove it.

Due to holidays, Stag events, etc., our N&N lunch in June will be on Wednesday 18th, venue TBA but should be in the Dorset area.

One of the events in June is our visit to the Boscombe Down Aviation Collection at Old Sarum on Sun 22nd June, organised by Pete. Let me know if interested and I can put you in touch with Pete.

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.

- ▼ Wed June 18th Mid week N&N Lunch. Venue TBA.
- Sun June 22nd Visit to Boscombe Down Aviation Collection.

Garry Martin

Tel: 01935 427625 jangarmartin@tiscali.co.uk

CORNWALL

iv's "Annual Pasty Run" this year is worthy of note in view of the money raised for a local charity.

We had 10 Stags attend with the Pasties being very kindly supplied, at no charge, by Stag owner and leading Cornwall Pasty manufacturer Neil Philps,

They were particularly delicious and raised £200 from the Stag crews. Additionally, members Kevin and Jane McDonald sold a spare hardtop stand and cover for £100 to fellow members Mike and Sue McCarthy, donating the whole amount also to Charity. In total the enjoyable day raised £300 for Saint Julia's Hospice.

Another bonus was a potential new member, he rocked up with his dad and looked very handsome sitting on the backseat of his Dad's Stag!



Reviews of previous meet ups, plus all details around the future meetings are sent each month in the email 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

- June 1st Bodmin Railway
- July 4/5/6 Haynes Museum and RNAS Yeovilton weekend
- 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 07900 982762 cornwall@stag.org.uk

WEST WALES

e had an excellent day out on Sunday 27th April for the national Drive It Day 2025. Clive Perman, area coordinator for South West Wales, had organised a joint event for both SW Wales and West Wales, and on the day we had a total of 10 Stags, together with an MGA and a Frogeye Sprite who joined us for this event. Thankfully, the weather was excellent for late April, and many of our group were brave enough to have their hoods down for the journey. We gathered at Carmarthen before setting of on our drive up through mid Wales, via Llandeilo and Llandovery, stopping off at the West End Cafe, a popular stopping point for the biking community, for a mid-morning break. In fact we passed several groups of bikers on our run, as well as spotting another large group of Triumphs, presumably also out for Drive It Day. Following our comfort break at Llandovery we continued our journey via the Sugarloaf mountain, and eventually arrived at our destination of Llandrindod Wells for lunchtime. We drove round the lake, but we were too large a group to all park in one place for a group photo. Unfortunately, the restaurant on the lakeside was full, so we had to fall back on sandwiches and ice creams from the shop, but it was a very pleasant lunch sitting at the side of the lake and enjoying the sunshine. Following lunch, we each departed individually for our respective return journeys, having enjoyed a wonderful day out. The only 'cloud' in an otherwise excellent day occurred for me on my homeward journey when my Stag suddenly cut out on the dual carriageway, and I had to be carried home on the back of a recovery truck (see separate report). Apart from that, it was an excellent day, and my grateful thanks go to Clive for organising the drive for our two areas.



On Sunday 11th May, I attended the Swansea Historic Vehicle Register Show at Singleton Park, with Clive Perman (South West Wales coordinator). We had intended to have more members join us for this event and to have a club display, but as there were several other events on that day it fell to just the two of us to fly the flag (literally) for the SOC. Despite this, it was actually quite a good show, and the weather was good enough to have the hoods down on our Stags, even though it was a chilly wind when the clouds shaded us from the sun. It was also a successful day in that we met a couple of other Stag owners who are potentially going to join the Club, so we will hopefully be able to have a few more members attending next year's show.

The West Wales area are now looking forward to our next N&N and evening drive on Tuesday 13th May when we plan to take a drive from Haverfordwest via Newgale and St Davids to have a meal at The Sloop Inn at Porthgain. More about this in the July magazine.

The next forthcoming show will be the Pembrokeshire Classic Car Club annual show to be held on Saturday 7th June at the Carew Airfield. This is usually a good show with lots to see and do, and we hope to have a good turnout of Stags and to join forces with the South West Wales area to have a joint Club stand. Please get in touch with myself or Clive Perman to discuss meeting points and access to the show field on the day.

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

- 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 Pontargothi Showground

Nick Cale Mobile: 07922 128717 Email: nicholas.cale@icloud.com

SOUTH WALES

ell just like buses there aren't any for ages then suddenly lots come along! There are three runs and a show to report on since last month. The organisers of each event have written their reports which are as follows: -

Impromptu Friday run

With the unseasonal good weather, it was decided to have a short run and lunch on Friday 11th, we had a good response and on the day with six Stags and a Ford Mustang turning up. We set off in brilliant sunshine and we were soon on the open road and heading towards Usk via the Chain Bridge and the beautiful Monmouthshire countryside. Arriving at the Kings Head Hotel with our convoy intact. The pub had set us a table so all twelve of us were together, the food was exceptional and everyone agreed it was a good venue with excellent service. Hopefully, with good weather in the summer we'll get to do it again. Terry Dunn

Drive it Day

Sunday 27th April was Drive it Day, the day on which owners of Stags and other lesser classic cars are encouraged to drive their car. To this end I organised a long run on the highways and byways of South Wales.

13 Triumph Stags, a Ford Mustang, a Toyota Supra, a MGB GT, a Mazda MX5 and a Seat Modern gathered at the



boating lake, a grand total of 18 cars and 36 people and at the allotted time we set out for our first destination.

As many will know when there are a large number of Stags on a run one of them will have a problem so 17 cars left the boating lake with my Tara green Stag failing to start. After a quick check for spark it appeared the engine was flooded and with some help from Bob Dowsell our resident expert and a very long spin on the starter it eventually started and I was able to join the others.

Our route took us along the A48 to Chepstow and on to The Dean Forest Railway in Lydney, where we stopped for coffee and treats including watching the 11. OO am steam hauled train leave the station.



OHP 200P had to be push started again, much to the amusement of a group of other classic cars and motorbikes who were holding a show at the site and once running I led our convoy up through the Forest of Dean scenic route to Monmouth.

Our next stop was a comfort break at Morrisons in Abergavenny our route took us along the old pre-bye-pass road to join the A4O and on to our stop. I left my Stag running during the stop and was able to lead the group on to Brecon via the A4O. This was a scenic drive through Gilwern, Crickhowell and Bwlch on mostly fast clear roads. This took us to the A47O through the National Park and

then onto Merthyr Tydfil and to our final Destination The Llechwen Hall at Nelson for our lunch.

Due to the large numbers in our group, I had been able to get the use of a dedicated parking area, private dining room and a preferential rate for our meals. I believe everyone enjoyed the day, some spectacular scenery a good meal and great company.

As a footnote, OHP 200P is normally very reliable, the problem was I had filled it with E10 Fuel and with hot weather combined with some long runs had caused excessive vapour pressure in the fuel lines and filter hence flooding the engine. Andrew Puddifer

Monmouth and Borders Show Sunday 4th May

Ten Stags attended the show on the Vauxhall Show Ground in Monmouth. I met up with eight of the cars at the Raglan services and Linda and Ian joined the convoy in the village of Mitchel Troy. We arrived at the show ground by 10.00 still in a convoy. We parked up in a line – a fine display of Stags. The organisers permitted us to erect our new events shelter which is of much better quality than previous ones. It still took all of us quite some time to erect it though! Cooking commenced and the ladies (and Kelvin!) provided us with delicious bacon rolls and hot dogs – thanks to all the chefs!

The weather was fine albeit on the chilly side but it did not rain! We all toured the show which had all manner of craft, tools, and auto jumble stalls for us to inspect. There were a fair number of classic and vintage commercial vehicles on show. There were also steam powered vehicles to look at.

By 2.30 we were ready to leave as it was still quite cold. The shelter was dismantled in record time. We should have stayed until 4.30 but are some negotiations with the organisers we were told we could leave earlier provided the Stags drove round the show ground arena. This was actually the "icing on the cake" for the day. Video of us driving around the arena was taken by Julian's son Morgan and it was uploaded to You Tube for us all to enjoy. There were more Stags than any other classic on display at the show.



A very pleasant day with great company in spite of the chilly weather. Gary Ross

Evening Drive Tuesday 6th May

We met as usual at the Cwmbran Boating Lake and left at 7.00. There were ten Stags in attendance plus Andrew Ward's newly acquired and fully restored Saab 96. We took a mixture of main and country roads across to Usk and from there onto Raglan. On the way, we saw Julian's wife Jenny, who filmed us as we passed by.

Debbie and I always try to take club members down roads they may have never driven before. We were pushing our luck with the road from Llandenny to the Raglan Road as it is mainly a single-track lane several miles long. Backing up eleven cars had we met oncoming vehicles would have been interesting. Fortunately, we only met one car who let us all past. Phew!

The route took us through the beautiful Monmouthshire countryside. Upon reaching the Raglan roundabout were forced to change route as the back road we had intended to use was closed. It was open the previous day when we undertook a trial run. Anyway, we took the faster A40 road to Abergavenny and parked up neatly in a single line at the Lamb and Flag pub.

I had arranged for tables to be reserved and we were able to sit together for a drink, food and a good chin wag.

We left around 9.30 and all got home safely. A very pleasant country run on a beautiful Welsh evening. Gary Ross

We welcome all Club members in the South Wales Area or further afield. We keep in touch by email and Whats App. We meet every month on the first Tuesday at 8.00. However in the summer the time changes to 7pm when we normally have an evening drive which ends at a pub for light refreshment.

DIARY DATES

- ▼ Tuesday 3rd June Evening Drive
- Friday 6th June Rockfield Studio Tour
- Sunday 8th June Highnam Court Show

- 14th-15th June Dig for Victory Event Wraxhall
- Tuesday 1st July Evening run
- Saturday 5th July Hogs Head Show Llanvapley

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

Mobile: 07799 882604 southwales@stag.org.uk

SOUTH WEST WALES

he South West Wales contingent of the Stag Owners Club meet on the third Wednesday of every month throughout the year for our N&N.

During the summer months we have an evening drive and meal. For the winter months we do not have a regular meeting place as we prefer to travel to different local restaurants to sample various menus. If you would like to join us please contact Clive Perman or Anthony Foster to check the time and meeting place. We look forward to meeting any new and existing members.

This month was Drive it Day and what a day it was. I arranged a meeting place for members from SWW and WW in the car park of The Range/Currys in Carmarthen the weather was a little overcast while he headed towards Carmartnenbut by the time we set of it had changed and ended up being a glorious sunny and warm day. We had a very good turnout 12 cars in total 10 Stags an MGA and a Frogeye. While in the car park we had a visit by the police who came to admire the cars. The route was to take us along the A40 from Carmarthen to Llandeilo and then to Llandovery. As we entered Llandovery we headed to the Castle car park for a short stop and a refresh. Over looking the carpark was the Castle and a Stainless Steel Knight (Llywelyn ap Gruffydd a Welsh resistance hero) so the Stags were well looked after while parked up. Across the road from the car park is the West End Café this is a bit like the Tardis looking small from outside but opening out inside with a large garden to the side as well. The menu is extensive from Sunday lunch to sandwiches and much more in between. This café is a big bikers stop and on Drive it Day it was no different with over fifty bikes in the car park as well as outside the café. Tea/





coffee drunk cake eaten we started off again head along the A483 up Sugar Loaf Hill situated on the Eastern side of the Brecon Beacons. The view from here is good but there are no places to pull over to appreciate the it. From there it was on to Llanwrtyd Well, Builth Wells and then Llandrindod Wells our destination. The scenery all the way from Carmarthen to Llandrindod Wells is spectacular and well worth the drive to experience it for yourself. In Llandrindod Wells the idea was to park by the side of the lake and hopefully have some photos but unfortunately there was only a limited number of spaces overlooking



the lake. Four cars managed to get in by the lake the rest parked at the back of the lake with the view obscured by trees and bushes. In the lake is Wales's answer to The Lock Ness Monster the Llandrindod Water Dragon unlike Nessie our Dragon is not photo shy and even squirted water out of his mouth for us. The scenery around the lake in Llandrindod is beautiful and everyone who came on the drive expressed their agreement to this. I suppose that every good day has to have a couple of down sides the first being the Waterside Café over looking the lake was full with no places at all for any food so it was a case of sandwiches and ice cream (I was happy with just the ice cream) the second happened to Nick on his way home when his car cut out in Carmarthen as he was returning home to Haverfordwest and ended up completing the journey on the back of a low loader. Apart from this upset the whole day was fantastic and very enjoyable.

Clive Perman Mobile: 07702 323491 clive.perman@ntlworld.com

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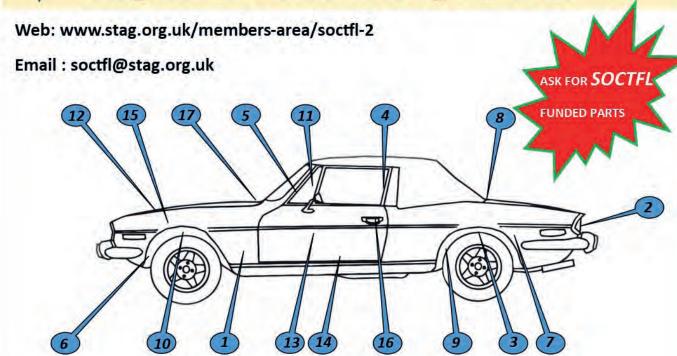
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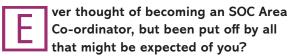








YOUR CLUB NEEDS YOU AREA CO-ORDINATORS - WHAT'S INVOLVED?



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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