



STAG OWNERS CLUB

ISSUE 501 FEBRUARY 2025



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NATIONAL DAY 2025 / STAG MY WAY

THE AGM REPORT / NEC CLASSIC CAR SHOW

ESM IN NUREMBERG / THE STAG ENGINE BLOCK

STAG OWNERS CLUB

HONORARY POSITIONS

President: Steve Kiefer

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

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

COMMITTEE MEMBERS



Chairman: **Richard Smith**
Email: chairman@stag.org.uk

Treasurer: SITUATION VACANT



Secretary: **Tracey Cooke**
Email: secretary@stag.org.uk

Vice-Chairman: **Peter Robinson**
Aslacton, Norfolk
Tel: 01379 677735 Email: membership@stag.org.uk



Tony Lapworth
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Email: peterjones@stag.org.uk

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

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SITUATION VACANT

Triumph Forum representative

Andy Headly

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SITUATION VACANT

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Forum username 'Committee Liaison'

Modified Stag Co-ordinator

Andy Phillips

Email: modified@stag.org.uk

GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

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

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

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

Back Issues

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

Technical Queries

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

Area Co-ordinators

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

FORUM

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

Insurance Scheme

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

Data Protection Act

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

WEBSITE

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



EDITORIAL

This month magazine contains quite a few club notices and information.

One is National Day which will be held in July but before then we have the Stag club European meeting in Germany. All the details in magazine.

There is a brief summary of the AGM which was held at Gaydon last November.

This is just a short summary and not everything is included, but the full details will be on the website in the members area in due course.

At the last committee meeting, Clive Tate decided to step down as club treasurer. He has held this role for very many years. Certainly as long as I can remember. We're probably looking at 25 years plus. So now we are looking for someone to replace him in this role.

If you think this could be you or just want to find out a bit more, please contact the club secretary

The Federation of British Historic Vehicle Clubs have just announced that they will be conducting a survey this year. This will be taking place between the 10th of February and the 30th of May. The resulting report will be made available to the government in September. Here is a link to the survey <https://survey.websurveycreator.com/s/fbhvcenthusiast>

It won't be live until 10th February as the survey needs to be fully tested (the link is live but when you click on it it says that the survey isn't accepting responses at the moment).

Area Websites and copyright issues

If you take images from the internet for use on your area website be very wary of potential copyright problems.

Carl Fuss

ISSUE 501 FEBRUARY 2025

Front Cover: The NEC show
Pic: Tony Lapworth

Back Cover: At the Norfolk Party
Pic: Kevin Mellor



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General enquiries: Tel. 01379 677735

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The inclusion of an advertisement in the magazine does not confer a recommendation by the Club, its committee or officers, nor any endorsements as to the quality, suitability or reliability of the advertisers or their products.

SOC NATIONAL WEEKEND 2025

SAVE THE DATE SAT 12TH – SUN 13TH JULY 2025



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

COSTS

Entrance to the event £20 for the two day weekend, including Driver and ALL occupants. This includes entrance to the museum, Swiss Gardens, Engineering workshops and children's play area plus The Country Craft Fayre (normally extra £5 per person). The ticket is valid for a further 30 days to return to the Museum and Gardens.

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

THE EVENT

- Parking will be exclusive to the Stag Owners Club in front of the hangers on the grass paddock. Members not arriving in a Stag will still be welcome but requested to park in the public parking area.
- Unique photo opportunity in front of the control tower.
- Members can bring their own auto jumble to sell, plus Tony White will bring his selection of second hand spares. Also Michael Moore.
- Club Accessories and SOCTFL.
- Stag Run (Saturday) 30 to 40 mile run around Mid Bedfordshire taking in local beauty spots, nice country roads, through a deer park and local landmarks of the Airship Hangers. With plenty of stop overs with facilities for a comfort break in some pretty towns and villages on route with Café. Public Houses, and garden centres.
- Saturday night Hog Roast and Beer Tent (extra cost).
- Car Rally Plaques.

ACCOMODATION

Accommodation at the house is limited so early booking is advised. Rooms available are:

- 4 off Double En-suite with garden view at £100 **SOLD OUT**
- 8 off Standard Double with En-suite at £95 per night per room
- 2 off Standard Single with En-suite at £80 **SOLD OUT**

Booking for these rooms for the Saturday night will be via the club website on a first come basis. Booking for Friday or Sunday night is via the Shuttlesworth website www.Shuttlesworth.org. Any problems contact Georgia French, Weddings and Venue Hire Manager: Tel: 01767 627922 Email: Georgia.French@shuttlesworth.org



LOCAL HOTELS AND GUEST HOUSES

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



CAMPING AND CARAVANS

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More information camping@shuttleworth.org.

Booking reference will be available in the new year.





WANTED ... WANTED ...

TREASURER

Following the resignation of Clive Tate our long-standing treasurer and committee member we are now looking out for a new treasurer to take over this role.

ADVERTISING OFFICER

The role consists mainly of administering the clubs advertising in various publications, usually classic car magazines.

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

WOULD YOU LIKE TO BE ON THE TV?



We do occasionally get requests from TV production companies looking for people to take part in various motoring shows.

This is the latest one I've received, so if you're interested contact them:

"My name is Luke and I am part of HCA Entertainment, a TV production company behind several classic vehicle restoration shows such as Shed and Buried and Junk and Disorderly. We are currently on the hunt for people with amazing sheds full of all sorts of vehicles and automotive memorabilia who would like to take part.

The series follows presenters Henry Cole and Fuzz Townshend as they rummage in people's sheds celebrating the history of what they have before buying a vehicle to do up.

Do you think you could spread the word to your wonderful members and hopefully find a few people to take part and join the 450-odd shed owners we've filmed with already? Any questions, please let me know."

Many thanks for your help.

Luke Patterson HCA Entertainment • luke@hcaentertainment.com • 07505234043

DIARY DATES 2025

- **NEC Classic Car and Restoration show** Friday the 21st of March to Sunday the 23rd March.
- **ESM in Nuremberg** Thursday 29th May to Sunday 1st June.
- **The Celtic Classic and Sports Car Weekend for 2025** Thursday 26th to Monday 30th June.
Full details at <https://www.celticclassic.co.uk/>
- **National Day At the Shuttleworth collection** Saturday the 12th and Sunday the 13th of July.
- **Silverstone Festival** Friday the 22nd August to Sunday the 24th August.

SOCTFL ANNUAL GENERAL MEETING 2025

HERITAGE MOTOR CENTRE, GAYDON, WARWICK CV35 0BJ
?????? APRIL 2025 – 10.00AM FOR 10.30AM START

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

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

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

Stag Owners Club Tooling Fund Limited Proxy Voting for the AGM ?????? April 2025

If you would like to exercise your right to appoint a proxy please photocopy or cut out and complete the form and send it to arrive by Friday 28th March 2025 to:

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

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

Stag Owners Club Tooling Fund Limited

I/we (name) _____
(membership no.) _____

and (name) _____
(membership no.) _____

of (address) _____

appoint the Chairman of the Meeting or _____

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

Signed _____
and _____

Date (day/month/year) _____

.....

THE DATE WE PLANNED FOR THESE MEETINGS BECAME UNAVAILABLE SO WE ARE WORKING TO ARRANGE A ALTERNATIVE DATE, HOPEFULLY IN APRIL. WHEN WE HAVE IT WE WILL POST IT ON THE CLUB WEBSITE AND EMAIL CO-ORDINATORS.

.....

SOC CO-ORDINATORS MEETING

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

The meeting be conducted by our new Co-ordinator liaison officer, Peter Jones. and will commence at 2.00pm and conclude at 4.00pm. Lunch at 1.00pm. Please advise if there are any items you wish to put on the agenda and also should you require lunch on the day. Please send these in no later than Monday 31st of March.

Contact: coordinatorliaison@stag.org.uk



Thought for the Month Rupert Klaiber

“To become fat is an insult to your body.”

Joanna Lumley



NORFOLK AREA PARTY 2025

On a very cold but sunny & dry weekend in January, 67 people arrived on Friday afternoon at the 4-Star Imperial Hotel on Great Yarmouth's sea front ... and our annual Norfolk Party fun began once again.

Popularity of this event has spread nationwide over many years & today locals were shown up by Carl & Jan Fuss plus Matt & Sam Gravett who brought their Stags from Surrey Area. Also, Paul & Mandy Ottey journeying in theirs from Kettering despite the sub-zero temperatures – respect to you all.

Mid-afternoon drinkies seemed a good way to start, so the Bar was heaving. Suitably lubricated, we then made ourselves beautiful (which took some folk longer than others!) for a trip downstairs to Café Cru for our Gourmet Evening – which as usual lived up to its name.

Adjourning afterwards to the Ballroom, we found Kevin & Jan had arranged for a singer, Paul Brian <https://www.facebook.com/groups/756836212343881/> to entertain us, which he did admirably until late into Friday evening.

Next morning, after a well-named Imperial Breakfast, we met up at the northern end of Yarmouth's Golden Mile, against Britannia Pier for a tour with local Blue Badge Guides. All along the sea-front they educated us on the extensive history and development of Yarmouth's

Tourism & Leisure Industry. Many of us commented how often we had walked this Mile without noticing the many beautiful old buildings (often obscured at street level by garish arcades, casinos etc). To learn how they all fitted into the history of Yarmouth was fascinating. However, standing listening in sub-zero temperatures for 90 minutes then required adjourning to a warm cafe or pub prior to returning to base to again make ourselves beautiful.

We assembled in the Ballroom prior to being called into the Dining Room for three more courses of excellent food. We discovered every person had been gifted a slate coaster beautifully imprinted with 'Norfolk SOC' & the leaping Stag logo. These were kindly donated by Kevin & Jan to show their appreciation to everyone for attending. After our meal we thanked the Imperial's Director, Grant, for his Team's excellent ministrations throughout our stay. This was our 27th year at the Imperial & every time they deliver top quality accommodation, service & food. Also, 'staggering' value at only £335 per couple for the whole long-weekend. Please browse <https://www.imperialhotel.co.uk/> and check-out the excellent gastronomic events on offer. You will not be surprised that our Norfolk Party is already booked again at the Imperial for Friday to Sunday 9th to 11th January 2026.

After coffee, Kevin entertainingly addressed the masses as a warm-up for the main event – my speech (!) This gave me the chance to publicly thank Jan & Kevin for organising our Party so superbly for the second year. The public response to my comments is best described as a well-deserved roar of approval & applause.

In fact, my speech was solely to announce the winner of my trophy for 2024, awarded since 1994, to reflect anyone who in my opinion has warranted recognition for services given during the preceding year. Peter & Jean O'Neill proved to be a popular choice with our crowd. Although they also won this trophy back in 2003, they have maintained their dedication to our Area ever since joining SOC a quarter of a Century ago. This despite them living just across the border in Suffolk! I am not sure why but my testimonial speech mentioning Jean as 'quietly' beavering away seemed to generate mirth – lol! They are



Chris Liles's trophy winners
– Peter & Jean O'Neill

a wonderful couple who have put a lot into our Area, which tonight was recognised.

Moving through to the Ballroom, our Grand Raffle & Auction proved to raise £900 for MacMillan Cancer Support. This was only possible due to the impressive range of prizes donated by every attendee of this event – thank you all so very much. Notably, generous donations were made by Ted & Barbara's sons Jason Ramsey of £250 on behalf of Bateman Groundworks & Ian Ramsey of a luxury hamper (auctioned) on behalf of Symphony Windows.

Our evening was admirably taken up to midnight by the popularly requested return of the Lowrider City Rockers <https://www.thelowridercityrockers.co.uk/> The closing minute of the awesome drum set with their luminous sticks can be seen by clicking on the photo if you have downloaded the interactive version of the SOC magazine.

After a good (but short) night's sleep it was time for



another Imperial Breakfast then lots of hugs & handshakes as we said au revoir to friends old & new, then wended our ways home. Yet another memorable Norfolk Party was under our belts, again proving that the first three letters of 'SOCiable' reflects what our Club is all about.

Chris Liles (427)

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IN MEMORY OF ELAINE CRADDOCK

WHO PASSED AWAY 11TH JANUARY 2025

It is with great sadness that we have to report that Elaine Craddock passed away overnight on the 11th January 2025.

It is another sad loss following so closely after losing her beloved John, early in November last year.

Elaine has battled with illness over the last 5 years with determination and courage and despite her own trials and tribulations, Elaine was always there for John in his times of need. They were simply inseparable, a fantastic double act.

We are consoled a little, in thinking that they are reunited now, and embarking on their final journey together.

Elaine's navigational skills are legendary. How she led so many of us around Europe on so many occasions, in such a calm way we'll never know. A graceful, majestic Swan is probably a just comparison, serenity personified on the surface, but feet paddling like billy-oh underneath.

Putting words together on an occasion such as this, having lost two extremely good friends is difficult, and any words we do put together will be totally inadequate.

Elaine and John have left a great legacy to those who knew them, and to the club in the many roles they performed over the years. Rest assured that we will be talking about the good times we shared for the rest of our lives. We will never forget them.

They lived a full life together, travelling extensively and enjoying life to the full. Even in the latter years when health issues were causing them great pain, there was always a cheery greeting to be had whenever you met them.

Rest in peace Elaine and John, drive carefully.

Tony & Di Lapworth, Paul & Elaine Smart



EUROPEAN STAG MEETING 2025

NUREMBERG, GERMANY FRI 30TH MAY – SUN 1ST JUNE 2025



It's a great pleasure for us to invite you on behalf of the Triumph Stag Club Germany to the ESM 2025, the 37th European Stag Meeting, in Nuremberg – the city where Triumph was born.

The founder of the Triumph factory in England comes from Nuremberg and Triumph motorcycles were manufactured in Nuremberg. Nuremberg and the surrounding area offer numerous attractions, some of which we would like to show you.

The Arvena Park hotel in Nuremberg Langwasser serves as our starting and overnight location. The program starts on Friday, May 30, 2025 at 11 a.m. with a trip along roads beautifully embedded in the landscape to the Eventhalle in Hersbruck. There we will dine and conduct the official welcome. We will walk to the museum's numerous two- and four-wheeled vehicles on guided tours. With those impressions in mind we will drive back to the hotel to have dinner.

A guided city tour with busses is planned for Saturday. Lunch will be at the Bratwurst Röslein restaurant. We will then be introduced to Nuremberg's old town on foot with guided tours. In the evening, after dinner, the band 'Remember' entertains us and we can dance.

On Sunday we drive to the Norisring race track for a photo shooting, directly in front of the Steintribüne and we'll come up with a surprise. We will then take you along side streets to Neumarkt, where the event ends after lunch. In addition you can optionally travel with us to the nearby Maybach Museum and admire the incredible treasures.

Attached is the registration form. We have made an agreement with the hotel that all costs incurred at the hotel (overnight stays, breakfast, dinner, drinks) will be billed directly by the hotel. Therefore, please book your overnight stays at the hotel yourself.

If you would like to stay longer, please feel free to contact us about other excursions.



PROGRAM AND PRICING

The price per head to attend the ESM (Friday 30th May – Sunday 1st June) is €310 with an additional €12 if you wish to attend the Maybach Museum tour on the Sunday. Registration deadline is 28th February 2025.

The ESM program includes:

Friday 30th May

- 11am: start at Hotel, drive to Eventhalle Welcome with cocktail
- Lunch inclusive drinks at Eventhalle Hersbruck coffee and cake
- Guided museum tour

Saturday 31st May

- Guided tour by bus through Nuremberg (90min) lunch with 1 drink at Bratwurst Röslein
- Guided tour on foot through Nuremberg (90min) return by bus to hotel
- Evening event with live music

Sunday 1st June

- Surprise at Norisring!
- Lunch with 1 drink and 1 coffee at restaurant Sammüller Event folder

Please note: Only the drinks mentioned are included in the price, any additional drinks ordered must be paid for separately.

Please transfer the total amount for the program to our club account by 28th February, 2025! Account details on reverse of booking form. Registration is only valid in conjunction with payment. The booking form is also available in the members area on our website www.stag.org.uk



ESM 2025 binding booking and advanced payment to TSCD Club account.

(see below, please keep in mind to take the transfer/service costs)

Registration to: EStagM2025@gmail.com			
Number of persons	Arrangement per person	Price	Overall Price €
	Program 30.05. to 01.06. / FR - SU	310 €	
	Optional Maybach Museum / 01.06. SU	12 €	

Participant	Name	First Name
1		
2		
3		
4		

Address	
Address	
Phone	
E-Mail	

HOTEL BOOKING

Hotel is not included in the event pricing – please book your overnight stay directly with the hotel.

Hotel Arvena Park

Görlitzer Str. 51, 90473 Nuremberg. Tel.: +49 911 89220

Registration to: info@arvenapark.de quoting code **STAG EURO 2025**

2 nights from 30.05.2025 to 01.06.2025 in Nuremberg / Bavaria.

2x overnight stay inclusive breakfast and diner per person.

Prices

- Single room (Friday 30.05.2025 to Sunday 01.06.2025)
€284 per person
- Double room (Friday 30.05.2025 to Sunday 01.06.2025)
€204 per person

Extra night

- Single room incl. breakfast per person **€110 per person**
- Double room incl. breakfast per person **€70 per person**

Please ask hotel for child prices. Dogs can be accomodated (12€ per day) please order by mail at hotel.

Note: Hotel price includes dinner on Friday and Saturday, without drinks.

We look forward to meeting you at the ESM 2025!



Disclaimer/Privacy Policy:

Participants take part in the event at their own risk. You are solely legally responsible for all damage and accidents caused by you or the vehicle you use in connection with the event. By submitting this registration, all participants declare that they waive any claims against the organizer and/or the TSCD and/or individual members for damages and accidents of any kind that arise during or in connection with the event.

The personal data mentioned here is collected exclusively for the purpose of conducting our Germany meeting. Data will only be passed on to third parties for the purpose of properly carrying out the event, while preserving interest and to the minimum extent necessary. Consider, for example, passing on the name and address for the hotel reservation.

We intend to create a report with photos about our Germany meeting and publish it in our own media (Stag Mag, possibly homepage and Facebook). In this context, images of recognizable people and vehicles with license plates are also possible. We will not pass the report on to the press, media or other internet portals.

I/we agree to the above by signing this registration.

Your hosts and organizers

Roland und Sylvia Hadamek

Tel: +49 172 10 88 742

Mail: ESTagM2025@gmail.com

*** CLUB ACCOUNT:** Triumph Stag Club Deutschland n.e.V.
IBAN DE 70 5125 0000 0001 1811 14
Taunus Sparkasse / BIC HELADEF1TSK

Date: _____

Signature: _____

WELCOME NEW MEMBERS

Mr. R.Powell	London	Col. H.James	Wiltshire	Mr. J.Williamson	Australia
Mr. F.Selwood	Cheshire	Mr. M.Gutkas	Austria	Mr. T.Liston	Republic Of Ireland
Mr. I.Higgins	Cambridgeshire	Mr. R.Cope	Surrey	Mr. B.Smart	Rutland
Mr. N.Suchomski	West Midlands	Mr. C.Burnett	Avon	Mr. A.Wiles	Norfolk
Mr. B.Baggs	Wiltshire	Mr. C.Jones	Gloucestershire	Mr. R.Torman	USA
Mr. G.Allen	Kent	Mr. P.Zochowski	East Lothian	Mr. P.Jones	West Glamorgan
Mr. S.Welsh	Gloucestershire	Mr. M.Duroe	Northamptonshire	Mr. B.O'brien	Republic Of Ireland
Mr. P.Gidley	Kent	Mr. J.Linley	Cambridgeshire	Mr. S.Bhullar	Leicestershire
Mr. D.Burd	Surrey	Mr. N.Bunn	Norfolk	Mr. G.Sutton	Suffolk
Mr. I.Macaulay	Staffordshire	Mr. P.Arthur	Cornwall	Mr. S.Roberts	Northamptonshire
Mr. P.Gunning	Kent	Mr. S.Wythe	East Sussex	Mr. G.Spalding	Suffolk
Mr. R.Dent	Lincs	Mr. A.Chrzanowski	Lancashire	Ms. L.Beckmann	West Sussex
Mr. G.Blanchard	Berkshire	Mr. S.Buckley	Hertfordshire	Mr. R.Ingram	Norfolk
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Mr. A.Harpes	Luxembourg	Mr. D.Whitehead	Cheshire	Mr. C.Collings	USA
Mr. M.Smith	Somerset	Mr. A.Murad	London	Mr. P.King	Norfolk
Mr. R.Stilwell	Hampshire	Ms. R.Malczewski	London	Mr. P.Mumford	Norfolk
Mr. R.Bain	West Sussex	Mr. J.Visser	Surrey	Mr. K.Rutland	West Sussex
Mr. D.Lawson	Hampshire	Mr. E.Newman	Berkshire	Mr. G.Hooper	Cornwall
Mr. L.Cunningham	Warwickshire	Mr. S.Rivers	Lincolnshire	Mr. P.Rogers	Shropshire
Mr. C.Autry	USA	Mr. J.Mooney	Derbyshire	Mr. P.Barclay	Essex
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SOC AT THE NEC CLASSIC SHOW

NOVEMBER 2024 - NEC BIRMINGHAM



It gets more difficult as the years go by to say something different about the show and this year is no exception, perhaps of course for the experiment of not doing hot drinks and the fact we 'crammed' more cars on our stand than we've done in a long time. Apart from that, it was just the same.

We had the odd negative comment about 'wot! no hot drinks', but not too many. The reason we didn't do hot drinks this year was down to the massive hike in the cost of providing electric to the stand. If we were to follow their rules, the electric cost would have been over £800. Our club membership attendance was way down on normal (66) so the cost per head would have been quite high. We did, however supply bottled water, squash and the biscuits of course. Interesting that our club's ticket sales were the lowest in the 13 years I've been involved. Prices getting too high? The Friday and Saturday attendance was quite good to be fair, but Sunday was very slow.

Kevin and I decided to ask for a bigger stand this year, fully expecting not to be allocated more space. To our surprise, they gave us what we asked for. No problem, and quite quickly we found 5 willing volunteers to display cars. We had three beltors too, plus one with the steering wheel on the wrong side and Roger and Lesley's well-used car to complete the ensemble. Our original idea was to have a bare shell to help SOCTFL highlight their great work.

However, 2 weeks before the show a lady decided to pick a fight with Paul Smith's Range Rover by driving on the wrong side of the road around a bend. Her car came off worst in the coming together, but Paul's car was now off the road with substantial front end and radiator damage

so we couldn't get the shell up to Birmingham. Roger and Lesley stepped in, where have we heard that before? and brought their car to fill the gap. Thanks again you two.

The left hooker was Andy Hedley's 'Dr Kildare' car, once owned by Richard Chamberlain.

An immense vote of thanks to the car owners for taking 5 days out, at your own expense, to create what I thought was an impressive club stand. The club is so fortunate to have so many willing volunteers.

I must thank all of our volunteers too of course. Martin and Teresa Mills, Dave and Margaret Buxton, Steve Buxton, Paul and Jane Thomas, Sam Lapworth and of the SOCTFL contingent of Roger Kennedy, Paul Smith, Julian Buckler, Russell and Pat Lewis, Noel Sargent who would have been with us, but wasn't well over the weekend. Without the help from these guys, we would not be able to put on such a good show, it's a simple as that. Forgive me if I've forgotten anyone, my memory isn't what....er....ah! what it was. I think.

Enough of my chatter. Following are the views of the car owners, which will give you the flavour of a busy, exhausting, but ultimately rewarding weekend that we all had.

To finish, thanks again to all who helped us put on a very good show. 2025 is on us already and it will soon be time to start planning for November 2025. If you'd like to display your car let us know.

Tony Lapworth

(NEC Show - Local Organiser) tonylapworth@stag.org.uk

Kevin Grace

(Show Secretary) showsec@stag.org.uk

PAUL WRIGHT & KATE COATES

After such a wet Spring and early Summer, it was great to awake to a glorious sunny day on 14th July. Although the National day was taking place on the same date, I opted for the gentler option of a journey to Gaydon in the Stag. The BMC day was a fabulous event, with many classic vehicles on show.

On joining the lineup of Stag's, Tony casually asked if my car would be available for the club stand at the NEC in November. Perhaps lulled by the pleasure of driving my car in beautiful weather that day, I agreed enthusiastically.

Fast forward to the shorter days of late October and suddenly the show is almost upon us. A few days of polishing and we were ready to go- some 20 years after my Stag was first featured on the stand after its full restoration.

On arrival, I was informed that our friend John Craddock had passed away recently. Poignantly, it was through John's guidance that I originally purchased my Stag in 1990. Like so many members I valued his knowledge and wisdom, and he will be sadly missed.

The stand was very impressive this year and it is a credit to the club team that they put together such a great showcase for the cars. The presence of 5 cars in total, the spacious stand and ambient lighting made for an impressive display. Each car was unique, with owners clearly investing a great deal of time in their pride and joy.

My personal journey with the Stag began in 1990. After a few years of intermittent attempts to restore the car, I decided to go all out and undertake a full restoration of engine, bodywork, gearbox and hood. I carried out



much of the work myself, but also with the support of a network of dedicated specialists who just love Stags.

The colour (Topaz), drew many admirable comments, and I am pleased to say that the investment in a high-quality paint finish has meant that it shines as beautifully as when restoration was completed some 20 years ago.

The next three days were a whirlwind of conversations. Every nook and cranny of my car being explored and discussed in detail, and restoration triumphs and tribulations compared. It is always lovely to speak with visitors to the stand, especially when so many have travelled from Europe and beyond. As always, I came away wiser for those conversations.

After the traditional sounding of horns to denote the close of the show, I departed with the sound of those lovely V8's still ringing in my ears!



ANDY HEDLEY & SCOOPY

I've been lucky enough over the last 20 years to display my Stag at several prestigious indoor shows. My 1971 NADA MK I has previously been to Alexandra Palace and even the Excel Centre in London's Docklands, but it's never been to the NEC before. The car's had about 2 years of issues associated with an erratic misfire and has had multiple visits to the boys at Enginuity (who have been brilliant). They were confident, following the last visit back in the summer, that it was finally fixed – it was certainly running better than ever. However, I need to get my confidence back in it which is why I opted to have it transported to Birmingham on the Thursday (set-up day). Stuart arrived early, we loaded the car, and he then took me and my buddy Scooby 'up North'. Stuart likes to chat and before we realised it, we had arrived!

Unloading and getting into Hall 5 was a piece of cake. Having experienced the above shows I couldn't believe just how easy and relaxed set-up was! We helped Tony and Martin set up the stand and marquees. The other cars arrived and enabled us to slot into place at the front as per the plan. After wiping off the drizzle we'd picked up enroute we decided to give the car a quick polish – which was certainly worthwhile, in fact everyone I spoke to couldn't believe how old the Canadian respray was... Having polished my car we then set to and polished Tony's Triumph 3000 saloon too. We'd made such good time that Scooby and I were able to have a mooch around the other halls and even look around the auction cars – high-viz jackets get you in everywhere...

Highlights of the weekend? So many friends, both old and new, stopped by the stand to say hello to us. Some of those we hadn't seen for 15, 25 or even 35 years!! We spoke to so many interesting people too. A chap from Norway (who used to own a Stag in the same colour combo as mine) and a chap from Strasbourg who was intrigued by 'The Beaujolais Run' sticker on my car. It turns out that he'd been to some of the continental classic shows I go to. We were able to talk about some more show's worth visiting and then moved on to continental car and train museums too!



Together with a couple of friends we were staying in a hotel near the airport which was an easy bus ride away. On one bus journey it was busy, so we stood as it was only a couple of stops. A young lady offered her seat to my buddy Scooby causing us all to fall about laughing at his expense..! He loudly complained "do I look THAT old!!!" We chatted and laughed with the girl during the rest of the journey. I ensured that I told EVERYONE about this incident over the weekend with Scooby enduring much teasing...! As the young lady had told us she worked at the NEC at a bagel concession we later found her and Scooby had his picture taken with her. It turned out that she'd told the story to her colleague who she called over to explain who Scooby was... Me and my mates are always taking the micky out of each other and I'm sure it'll be the abiding memory of the whole weekend!

We'd decided from the start not to drive home after the show closed on Sunday. Over the years we've had some terrible journeys home from the NEC. Instead, we chose to drive back on Monday morning, and to avoid the motorways on the trip back to North/West London. This proved to be an excellent idea. The sun shone picking out the autumnal colours of the trees, the traffic was light, and the Stag ran beautifully.

It was such a great weekend making new friends and re-connecting with old friends. Absolutely what being a member of the SOC is all about!



STEVE TAYLOR

As a 'first timer' to this NEC event, I thought I would enjoy it and I absolutely did! I decided early on to have my 1975 Stag transported the 80 miles from north Hertfordshire to the NEC in a closed trailer. This service was provided by Nick Ewers (Gemini PVM Ltd) who is a SOC member. Ironically it was reasonably good, dry, weather travelling up until the moment that the car was offloaded. So, the final one mile journey around the NEC complex to complete registration and hall entry, was wet but fortunately didn't mess up the prep work too much. On arrival to Hall 5, I was impressed to see four other really nice Stags in place. Five cars gave us a greater presence compared with other stands. The set up, including the SOC Tooling stand, did us proud in my opinion.

In presenting and discussing my Stag, I wanted to emphasise originality and condition which, during its 57,000 mile life, has only received a light restoration back in 1990. The first day attracted visitors who were keen to ask lots of technical questions whereas Saturday and Sunday were more family orientated with a greater emphasis on either reminiscing over, or considering Stag ownership. Either way, the vast majority of visitors (of all ages) to our stand who I spoke to, seemed to be very impressed with the Stag in general, along with the obvious support offered by our club.



The entire SOC team worked very well over the three days, and I was grateful for the friendliness and support received from all involved. I also want to single out Tony Lapworth (show organiser) for his support in arranging or providing lifts to and from the venue from the Premier Inn, Hinckley as it was clearly a busy three days for him. Finally, I would like to thank Lesley & Roger Phillips for originally (some 18 months ago) giving me the opportunity to display at the NEC. A great experience!

ROGER & LESLEY PHILLIPS

While we are regularly on the Club stands at the NEC shows it is a few years since our pimento red Stag CWA 585M has been part of the display. We were on "stand by" as reserves this year and the chance of exhibiting at least encouraged a full clean of the car with toothbrushes and cotton buds in the corners and a good scrub of the cream leather interior. Those lights at the NEC show everything!

CWA is on her third time round the clock and while not concourse (Roger says she has been used and abused) we were pleased that she did scrub up very presentably. An application of AutoGlym's Ceramic coating did the trick on the paintwork.

CWA can't be described as original as we've fitted a number of modifications to deal with the many miles we travel on modern roads including central locking, ZF gear box, electronic water pump. Roger's innovative second boot created by removing the back seats and fashioning a frame and metal locking lid attracted a deal of attention from the visitors. It takes about twenty minutes to remove the frame and replace the back seats should we want to do so if we don't need the extra luggage space.

Despite the rather expensive entry tickets attendance numbers were strong and the show proved to be very



busy especially on Friday and Saturday. During the weekend we welcomed members from across the UK and Eire, Austria, Netherlands and Norway.

Displaying your own car at the NEC is a privilege and a very different and rewarding experience. Thanks Tony for the invite.

GARY WITCHALLS

When I was first invited by Tony to display my Stag on the stand at the NEC I was, of course, very honoured and flattered. It's not every day we get to display our pride & joy at such a prestigious motor show.....the biggest in the UK. These feelings were closely followed by "is she good enough"!! After all, I'd spent years attending this event and being blown away by the standard of beautiful classic cars on display.

I sent a number of photos to Tony, who then assured me she looked fine and that anyhow, they don't need to be concours. This was just as well, because whilst I have spent a huge amount of time, money and effort on her, I also drive her a lot (around 5k per year) so she certainly isn't concours!! I have also carried out a number of modifications and changes to her to improve (IMO) the comfort, safety, performance and look. I think that's it's actually really great and also the correct decision to allow 'non perfect' and 'non standard' Stags on the stand. I was also asked by Tony if I would be happy to display her with the hard top fitted, to show the various options one can choose with a Stag. I was very happy with this request because not only did I know that the hard top would be on by November ready for winter driving, but I also think that the Stag takes on a whole new gorgeous coupe look with it fitted. Not to mention how much nicer the autumn drive to Birmingham and back would be!

I'm very pleased to say that she scrubbed up well on the day and seemed to draw a healthy amount of attention, bearing in mind that she was stabled with four other gorgeous Stags, including two 'minters' in beautiful Topaz and Delft Blue. There seemed to be a fairly high degree of younger people drawn to my girl, and I suspect that this was down to the slightly 'sportier' look due to the spoiler, wheels, quad exhaust, and the fact that she also looks lowered....despite not being the case. This, I believe, can only be a very good thing, as the club (like all classic car clubs) desperately needs some younger members to maintain its existence and forward motion.



I was only able to be at the Stand on Thursday when setting up and then on Sunday, due to work commitments. So, I didn't actually get to spend the same amount of time mooching around the show as in previous years. It was however very interesting and enjoyable to see the halls when it was only about a quarter full, with no public and everyone beavering away getting their stands ready and vehicles parked. I was also able to have a look around the auction pen without having to pay the usual (and very wrong) additional entrance fee of £5!

I attend a lot of classic car shows each year and I'm not one for sitting next to my own car for the duration, as I have come to look at all the other classics being displayed. Consequently, because I arrive, look around the show, then get back in my car and leave, I never really get to discuss my Stag with anyone. So, it was a very nice change to see people showing an interest in my own car and asking questions. I was even asked by one lady from the Corvette stand if she could take a photo of my girl for their magazine!!

Having previously been (briefly) the area coordinator for the Oxford division of the SOC, I have had a little insight into what is required from those few individuals who volunteer their own time and sometimes their own money to keep the club wheels turning. What I did witness from being involved in a very limited way with this show, is the HUGE amount of time and hard work that goes into making the SOC representation at this show (and indeed others) possible, not to mention each individual's financial outlay on travel and accommodation costs. I very much doubt that many members realise or appreciate how much these few individuals do to keep the club alive and I for one would like to thank them.

All in all, it was a totally enjoyable experience for me and I am very grateful for the invitation to be involved.







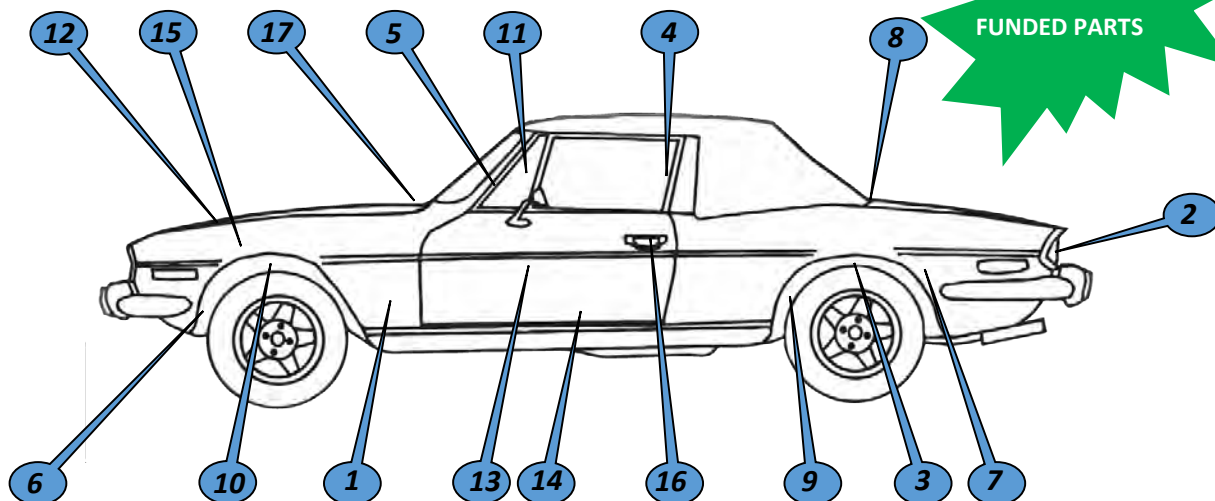
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8	907153	Rear Deck Panel
9	907175/6	Rear Inner Wheel Arch L/H & R/H
10	907265/6	Front Inner Wheel Arch L/H & R/H
11	010428/9	Quarter Light Rubber L/H & R/H  OUT OF STOCK
12	910733	Under Bonnet Sound Deadening Pad
13	923360/1	Door Skin L/H & R/H
14	923360R/1R	Door Bottom Repair Panel L/H & R/h
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17	908388	Air Intake Grill

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Members to maintain and restore their cars

NEW YEAR'S DAY RUN 2024

NW AREA STAGS JOIN CLUB TRIUMPH RUN OUT

Club Member and local organiser for Club Triumph, Bruce Garbutt, made the call. "The weather looks good, everyone up for a run on New Year's Day?"

Actually Bruce rarely worries about the weather but, on this occasion, he was right, a beautiful day and some members met at Sainsbury's Nantwich early in the morning.

After a couple of false starts the convoy arrived at the Cholmondely Arms (nr Cholmondely Castle) to meet up with the rest of us. The Cholmondely Arms has its own Classic Car club and, every so often, organises a meet up with free bacon butties. Today it was absolutely heaving so we drove on through on our way on the run. We will return as we don't turn down free bacon butties easily!

Bruce led us (seven triumphs including three Stags) all around South Cheshire and parts of Shropshire and Wales on very quiet roads. The busiest part being next to Ellesmere Lake, where everyone and their dogs had gone for a New Year's Walk, but very little other traffic to spoil the drive.

Last stop was the Raven Café near Whitchurch where they provide a full English for a very reasonable price with a mug of genuine trucker's tea. Proper fried bread too.

What an excellent way to start the year.

Polly Booker



SOC AGM DRAFT MINUTES

BRITISH MOTOR MUSEUM, GAYDON – 24TH NOVEMBER 2024



Presented here are a limited selection of points from the Draft Minutes of the 43rd Annual General Meeting Sunday 24th November 2024 at 10:00am British Motor Museum, Gaydon, Warwickshire. This is just a short selection to give a flavour of the AGM. The full draft minutes will be published in the Members area in the Members area on the club website.

From the Treasurer

I would now like to present last year's accounts that is, February 1st 2023 to 31st January 2024.

If you were here last year, you would remember the AGM decided to offer a digital magazine at a reduced subscription rate. It has had little impact on these accounts as it was implemented in January just before this financial year ended.

Income down a little on expectations mainly due to less advertising income. When we decided to print less pages, we also decided to reduce the size of adverts to save space, some advertisers were not happy with this and decided not to renew.

On to the expenditure side, due to the measures the committee implemented regarding cost saving on the magazine we managed to reduce the cost by £20,000 more than I anticipated, the membership secretary was able to make savings on postage which all so helped the overall cost cutting exercise.

The committee was also able to make savings in the meeting and events section.

All other areas of the club were very much as expected.

So, income of £126,895 and expenses of £130,561 gives us a loss this year of £3971 which is just under half what I expected

That ends my report for last year.

Next year February 1st 2023 to 31st January 2025
Due to the digital magazine take up printing and postage is well down; and we have saved money on meetings and exhibitions.

The rest of the expenditure is as expected until we reach the insurance entry.

This year we contacted the federation to find out if they had any preferred insurance companies, they gave us a couple of names so the insurance officer followed this up, we also asked the company that administer our club car scheme.

One of the companies came back with a very low quote, we assumed something was missing from the policy but on investigation all seemed OK so that is the policy we chose.

Remembering these are my estimated figures for next year I think we should make a profit of £19,163, - £15,000 of this from our investments.

Honorary President

We have one candidate for Honorary President – Steve Kiefer, who is the National Committee's preferred candidate. Duly elected.

- Lesley Phillips to become Honorary Vice-President
- Reconfirmation of Honorary Vice-Presidents:
Chris Liles, Simon Preece, Peter Robinson, Clive Tate

Chairman's Report *Carl Fuss*

It's been quite a year for the National Committee. The dominant subject has been the relationship between the Committee and SOCTFL which, at the beginning of the year, was in a poor state with a lack of understanding and poor communication on both sides. Much progress has been made and the situation has improved immensely to a very positive situation.

We have also been working towards a new Membership system, making good progress towards the correct solution. It's a very important undertaking and we need to get it right. The right system should resolve the issues, in particular the recurring payment issues.

Roger and Lesley Phillips both stood down from the many roles and have contributed immensely over the years. We have recognised this through the appointment of Lesley to the Honorary Vice President's position.

Membership Secretary's Report *Peter Robinson*

Last October 23rd we had 3,529 Ordinary i.e. paying, members and this October 23rd we had 3,501. If the family members who are included in the ordinary members membership are included, then we still have an estimated membership of over 5,000

SOC Registrar's Report *Peter Robinson*

The number of Stags on the register keeps on rising at a rate of one or two a month despite the figure of individual entries being above 18,000.

During the year I have received a list of over 300 Stags which passed through the Swiss BL importers between 1970 and 1978, which has been very revealing (and useful). This has been added to the list of over 1600 Stags registered in Australia, lists of Stags registered in Belgium and Sweden, and other lists of those known to have been in France and in South Africa (different lists of course!).

Magazine Editor's Report *Carl Fuss*

I am pleased to say that again this year, I have no shortage of articles sent in by members.

Quite a few technical articles, but also lots of you driving around the UK and abroad.

The major change this year was a reduction in the number of adverts we take in the magazine. The elimination of the full-page advert for advertisers, so the maximum size now is a A5 half page. Most advertisers responded with fresh artwork and continue to advertise. However, a handful of the major ones have not done so.

Website Report *Carl Fuss & Tony Lapworth*

The website continues to be very well used and numbers are steady and holding up.

The most popular page by far is cars for sale, this is renewed on the first of every month and shows the continued demand for the car.

The majority of users are in the UK as we expect and also the split between users accessing the website by mobile phone or desktop computer is about a 50-50 split.



Social Media Report *David Wayte*

The new Facebook page is continuing to grow (Triumph Stag Owners Club SOC)and we are gaining members at the rate of just over 100 per week.

The page is producing lots of interest and being a public page, facilitates participation by a far larger audience. Recently we gained a new member directly as a result of their visit to our page.

Keep posting!

Standard Triumph Forum *Andy Hedley*

I've taken over the role of SOC Triumph Forum representative from Lesley Phillips this year. Lesley has been the club's representative from the inception of the Forum, the SOC has been one of the lead clubs over the years.

This year our major event was the Inter-Club Weekend at Malvern. This followed on from the successful joint Triumph and MG weekends held at Silverstone. Initially the Malvern event was only open to Triumph and MG owners but it was decided to open up to more diverse owners clubs producing a more varied and interesting event.

Co-ordinators Liaison Officer Report *Peter Jones*

I put myself forward as there was a position that needed filling, and if you want the club to proceed, you need volunteers. I will be there to represent the area co-ordinators, regional co-ordinators and deputy co-ordinators.

Show Secretary *Kevin Grace*

We are in the process of getting Kevin up to speed at the moment and we thank him for taking on the role.

Kevin has been involved with the NEC planning and will gradually take over the whole process.

Upcoming 2025 shows: we will be attending the Stoneleigh Restoration show in February and investigating attending the NEC Restoration show in March.

Accessories & Regalia Report *Paul & Jane Thomas*

The shop and accessories are run as a separate entity to the club, and most sales are now online. Thank you to the members who have supported us and to Martin and Tony for facilitating our entry into the NEC. We are committed to attending the NEC Restoration show, the main NEC show, National Day and Silverstone.

New for 2025 – new polos and jackets, scarves and beanies. Grill badges and key rings will be available in a few weeks (we get lots of enquiries for these) so keep an eye on the website. Jewellery – Stag pins available soon.

Valuations

Carl Fuss – we have had some queries around valuations, whether they are needed for the Club Scheme now that you can carry out a self-valuation up to £30k. Russell Lewis has not been insured to do valuations under the Club insurance at the moment. This is an important subject therefore the committee is still looking at this in order to find a solution going forward.

SOCTFL Report 2024 *Paul Smith*

Legacy Projects – Production of most of the old favourites continues without needing much intervention. We have been working on projects since we last met; members are getting the benefit of their investment via discounts on the badges and door bowls, a benefit we are looking to repeat in future projects. Bonnet pads was an issue we were trying to solve - these are now available through Rimmers.

Publicity – increasing member awareness – we have the SOCTFL website, regular magazine articles, attendance at shows, the SOCTFL Tick Logo. This is all due to the commitment of the SOCTFL team in supporting manufacturers and suppliers to maintain the supply of quality parts that may otherwise become unavailable. Where possible providing member discounts, helping members to keep their cars on the road.

Election of the 2025 National Committee

All the applications had been completed and checked by the Secretary in accordance with the Rules and Regulations.

All the attendees had been supplied with the details, including declarations of possible conflicts of interest.

The members standing for election were:

- Tony Lapworth
- Peter Robinson
- Chris Elgar
- Richard Smith
- Andrew Hedley
- Peter Jones
- Glyn James

A Block vote was held for Tony Lapworth, Peter Robinson, Chris Elgar, Richard Smith and Andrew Hedley.

Voting: Majority in favour, 0 against, 3 Abstentions

Peter Jones Majority in favour, 0 against, 1 Abstention

Glyn James Majority in favour, 0 against, 0 Abstentions

Date and Place of the next AGM

Tracey Cooke announced the next AGM will be held on Sunday the 30th November 2025, venue to be confirmed.

Last year Christine Gibbs kindly sourced a hotel in South Wales for an AGM and social weekend, but this was not deemed an ideal area for members to travel to and worked out very expensive.

Members were asked if they were willing to pay more and the consensus was that they would be, however the committee made the decision to book the British Motor Museum in Gaydon, Warwickshire for the AGM and Co-ordinator's meeting and not to include a social weekend.

It has been suggested that a social weekend could be held separately from the AGM and Chris Elgar has volunteered to organise this for 2025.

There being no further business, the meeting closed at 12.55pm. Carl thanked all for attending and wished all a safe journey home.

Photos courtesy Jenny Walters.



AWARDS AND TROPHIES PRESENTED BY STEVE KIEFER



Co-ordinator of the Year
Roland Tate



Officer of the Year
Tony Lapworth & Peter Robinson



Member of the Year
Rob Chaproniere



Anne Smith Trophy for Services to the Club
Julian Buckler



Duncan Purt Memorial Special Services Award
Andrew Smith



Unsung Hero
Jim McLean

POSITIONS VACANT / NATIONAL COMMITTEE VACANCIES

We still have positions vacant and also space for more National Committee members, we again failed to reach the required minimum of eight.

- FBHVC Representative's Report *Position vacant*
- International Liaison Officer's Report *Position vacant*
- Advertising Officer's Report *Position vacant*

KNOW YOUR STAG #31

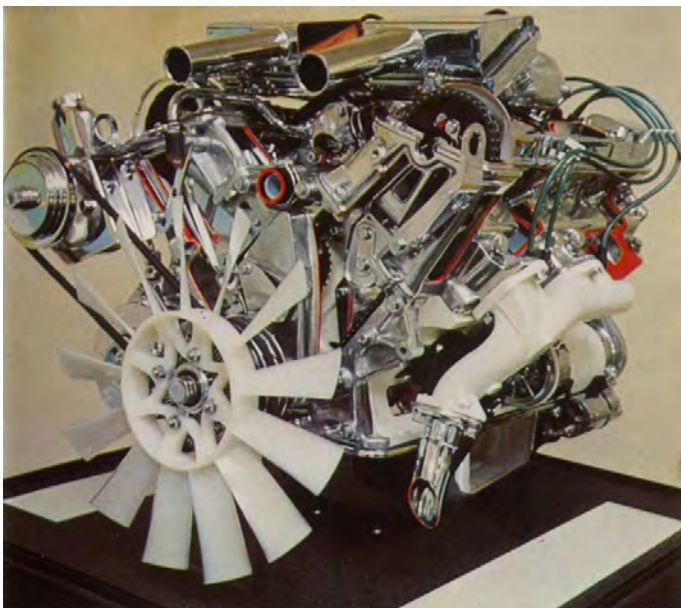
THE ENGINE BLOCK

This is the first in a series of articles about what lies under the bonnet and you must forgive me if I repeat something which I have said before. I have written so much in the last five years that I forget where and when I wrote things. I do try not to be repetitive but if I stray, then just skip a paragraph and your feeling of déjà vu will hopefully disappear.

The Basics

The first thing to decide when looking at the engine is what constitutes 'the engine'. It sounds like a simple question but it is not so straightforward as one may think. The block, heads, crankshaft, pistons and con rods along with the bearings, seals, rings, camshafts, valves, valve springs, buckets and shims are all straightforward but what about the oil pick-up and pump, the distributor, the water pump, the jackshaft, the timing chains, sprockets and tensioners, the flywheel/drive plate, the inlet manifold and the carburettors, without which the engine will not function or will soon come to a sorry end.

If we are considering what is necessary to make the engine work, then we also have the thermostat and housing, the radiator and water hoses, the air cleaner, the coil and even the alternator, the battery and the starter motor, without which the engine will not start or will not continue to run.



No caption is needed. is there?

In the fullness of time I will cover all these but for this article I am going to concentrate on just one item and that is the engine block.

Why the Block ?

Owners quite often talk about 'the engine number' but, in reality, the number which is quoted is actually just the number of the block. Unlike a Jaguar XK engine, which has the number stamped on the block and also on the head, Stag only has the engine number stamped on the block.

Therefore, when considering whether your 'engine' is the 'original' for the car you can only actually determine whether the block is the one originally fitted as heads, carbs, air filter, exhaust manifolds, etc. etc. are not individually identified to the engine and could have been changed in the intervening 50 years. In the same vein, in deciding whether the engine is a 'Mk1' or a 'Mk2' all that can be determined from the engine number is that the block started out in life as being the base part of a Mk1 or a Mk2 engine. So, for this first article on what you will find under the bonnet, I am just going to look at the block.



There is an engine block under there somewhere – which is why you never really ever consider the block unless you are dismantling the engine.

Aren't they all the same ?

Well, actually they are not all the same as very early blocks had some differences from later blocks. These differences are not necessarily easy to see with the engine in the car but that is no reason why they should not be discussed.

What you may find strange is that I have just told you that there are differences but I am just going to tell you that I don't actually know quite what they are. You now have a choice of casting the article aside as a total load of rubbish, or you can read on and, hopefully, be entertained and learn something which you would otherwise not have thought about.

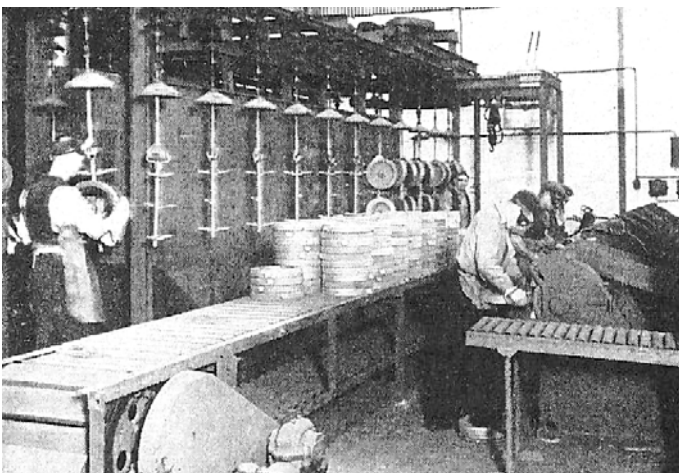
Back to the plot ...

They are all the same in that they are all cast in chromium iron and although it is normally the cylinder heads which raise the eyebrows when discussing Stag, it was the blocks which gave a lot of trouble in the prototype days.

In 1967 the in-house foundry was Beans in Tipton and they had all sorts of problems casting these blocks, with most of the early batches suffering badly from porosity or from bores and galleries out of alignment. Some of this could be machined out but a typical batch would only yield 40% useable blocks and many of these would have to have some rectification work carried out to make them useable. The problems were such that in 1969, Beans told Triumph that they would not be making the blocks for the new engine. They were persuaded otherwise but Triumph had to fund the installation of some new equipment at the foundry in order that Beans could produce a better quality product.

Those who have investigated Stag engine renovation will also know of the problems of the blocks not being cleaned out properly as many people have reported finding casting sand, and even the wire which held the pattern cores in place, still hiding in the oilways and waterways. I can only assume that this was a function of the requirement of the workforce at both the foundry and at the Canley factory to 'make their bonus' and that neither set of quality control people were actually doing their job. This is not surprising as there is a statement in the minutes of one of the board meetings to say that 'due to the short supply of some incoming parts, they are being sent straight to the production areas to keep production going and missing out on the incoming inspections'.

Whether this was the case for the blocks or not I do not know but I can quite see the Beans people saying that they did not have the time to clean out the V8 blocks thoroughly and the Canley people saying that it is not their job to clean the blocks out and, anyway, nobody will know until the cars are out of warranty (six months I believe), by which time it is an owner's problem.



Part of the casting cleaning section at Beans foundry.

For the last forty years Stag engine problems have been blamed on the cylinder heads and the cooling system but can we actually put the whole issue of Stag engine

reliability down to the block ? What do you think is the normal outcome of any situation where sand, gradually scoured out of the block passages by the circulation of the cooling water, rattles around in the head water ways, eroding the passages before lodging itself in the small tubes of the radiator along with the eroded aluminium and scale. I am not even going to bother to answer my own question as anyone reading this far will be very capable of working it all out for themselves. As the level of sand left in the casting will have been a variable with some castings being nice and clean and others being disgraceful, then the above action would exactly explain the variable reliability of the Stag engines with some being quite excellent and others failing almost as they were driven away from the showroom.

The engine in my main car has done 97,000 miles. It had a head gasket replaced after 66,000 miles because a water leak was seen (and therefore eradicated) but no other work . I know of other cars which have a similar history but I also know of reports of cars which have failed, and continued to fail, within the warranty period. In this it must be said that there were also issues of reported bearing failure (sand in the oil ways rather than the water ways ?) and I know from when I first owned a Stag in the early eighties that it was often found that when a 'top end' job was necessary it often preceded a need to deal with the 'bottom end' and I know of a few members who, having dealt with an overheating issue, then had to do it all again a little while later to deal with the bearings. Was this a case of 'sand slowly getting everywhere' ?

It is interesting to actually compare the Rover V8 experience with that of Stag as it has always bothered me that the Rover has aluminium cylinder heads which were known to erode if the correct antifreeze was not used, indeed, the whole engine was cast in aluminium, so why did that not suffer from the same level of overheating failure as did Stag ? If you dig down into the history of the engine you will find that the Buick (and other General Motors versions) of the engine did actually get a reputation for failures when it was used in the States (q. Wikipedia and others) and this continued in the early UK experience with the reworked engine (q. Rover V8 – the story of the engine by James Taylor) but it seems to have quickly faded away when it was realised that you should not use nice, unadulterated tap water to refill your radiator.

We have known about the similar problems with Stag since 1970 but they did not stop happening when corrosion inhibitor antifreeze became known to be necessary. It all points to some other influence in the Stag engine which was not present in the Rover engines. I don't buy into the claims about high water pumps, the low positioning of the expansion bottle or the erosion due to different metals of the block and the heads, but maybe the problem was really the core sand left in the block during production and nobody recognised it, or wanted to recognise it ? After all, no garage doing an overheating warranty repair is going to look to cleaning out the block galleries are they ? And it does explain the irregular nature of the problem.

Engine Nomenclature

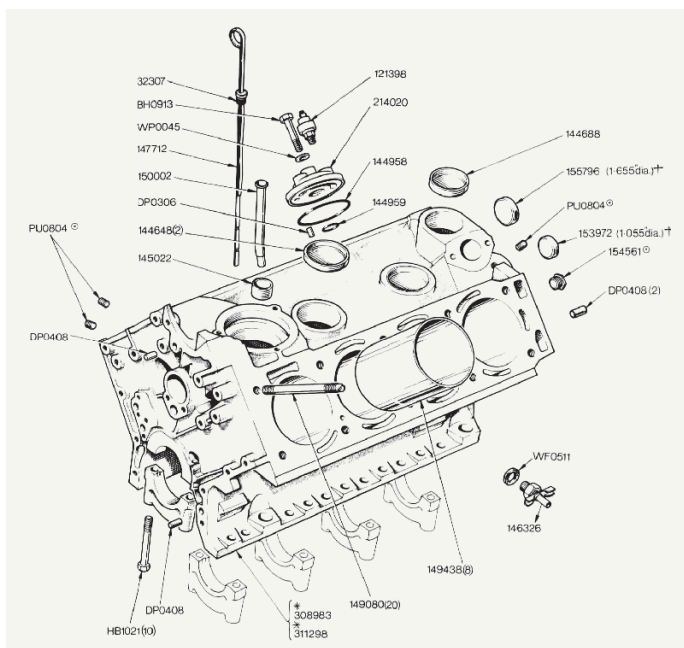
Before we start on the serious stuff, I ought to explain the basic terms, which mainly means that you need to know which is the left hand side (LHS) and which is the right hand side (RHS).

In the automotive world it is generally accepted that the left and right hand sides of a car refer to the side as seen from the driver's seat when sitting facing forward. Therefore the LHS of the Stag engine is that which has the starter motor mounted on it and the RHS is the side behind the battery which has the dipstick poking out of it.

The Part Numbers

Let us look at what we know from referring to the Parts Catalogues.

The first parts catalogues, called the Graphic Catalogue, was printed in July 1970 and this shows two block numbers – 308983 and 311298. Is it safe to assume that the earlier block was 308983 and the later one 311298? I have looked at the block carefully in order to write this article and I can only conclude that it is actually the other way round – the later block seems to be part number 308993.



The parts diagram for the block and attachments as shown in parts catalogues from 1970 to 1974.

If one now looks at the differences shown between the two blocks it will be seen that what really changed was something as simple as the size and type of four core plugs and, apparently, that was the only change.

Firstly, the two holes which are used to access the jackshaft hole at the rear of the block and the oil gallery hole which is drilled beneath it, appear to be blocked off in block 311298 by two 'normal' pressed in core plugs, the jackshaft hole being fitted with a 1.655" dia. core plug (part no. 155796) and the oil gallery hole being fitted with a 1.055" dia. core plug (part no 153972), whereas in block 308983 the two holes are blocked off by a small plug (part no. PU0804) and a threaded plug (part no. 154561).

Secondly, there are two small plugs (part no. PU0804 – the same as the small plug used in the jackshaft oil gallery of block 308983) located at the front on the right hand side of the block 308983 and these are shown as not being used on block 311298.



I can only think that the parts catalogue is referring to these two plugs (the silver things at the right of the photo, apparently blocking off two drillings to the oil gallery. Is this a 'left over' from the fuel injection project?

To make life just that little bit more interesting, part number PU0804 is not referenced in the catalogue part number index and I cannot find that it is available at any parts suppliers or find any reference to it on the Internet.

So why doesn't this make sense?

This doesn't make sense as all the blocks which I have here have the two small plugs (part no. PU0804) at the front of the RHS of the block, they all have the 1.055" dia. pressed in plug (part no. 153972) in the jackshaft hole and all but one have the threaded plug (part no. 154561) in the oil gallery hole below the jackshaft.



Another of my disgracefully rusty parts – the top silver covered hole is that which gives access to the end of the jackshaft and the hexagonal headed plug beneath it is the plug referred to in the article as 'the threaded plug'.

So the actuality is not the same as any of the circumstances which could be true as represented by the information in the early parts catalogues as these indicate that neither block detailed in the catalogues have both the threaded plug and a 1.055" dia. pressed in plug. .

To be a little fair to Triumph, the parts catalogues issued in 1976 and 1978 show all these parts as being 'A/R' which means 'As Required', so they have recognised that there is a problem and have told you, the mechanic, to sort it out as appropriate.

An Exception

The earliest block I have here and which is easily available for inspection, is that numbered LF 17 HE i.e. the 17th production block, so you would expect it to be the different one but as most of the core plugs on this are the same as those for later Stags, then the change from one block to the other must have been very early indeed.



Has anyone else got a block like this ? No, of course not, all yours are covered in oil, not the orange peril. Note that, i) the bottom plug is a solid piece of metal, under an inch in diameter and not the hex head plug of later engines, and ii) the LH head is firmly stuck in place.

The block LF 17 HE looks identical to the others except for the core plug used to block off the oil gallery under the jackshaft which is not a threaded plug but is a solid steel insert – presumably pressed in. This is definitely larger than the two plugs at the front on the RHS of the block. If they are PU0804 then this one is not.



The block casting number is cast into the RHS under the drain plug. If anyone can shed any light on what the 'V' number under it represents, please let me know.

It should be noted that the block casting number on LF17 is the same as that for all the other blocks (88309123).

My Conclusions

- From what I have here it would appear as if at least 99.9% of all Stag blocks were cast under casting number 88309123.
- The changes which are detailed in the early parts catalogues are not detailed correctly
- If the only differences are these core plugs, then you can build up any block with any of the correctly related engine parts and your Stag will work. Therefore none of this matters one jot to which block you use to build up your engine.

So, why write an article about this ? Well, you should ask yourself whether you have learned anything about the Stag block and I would hope that you can answer 'Yes', even if you qualify this by saying 'I have learned a lot of useless information'. Remember, Information is Strength, so you are now stronger for having read my article.

Next month there will be none of this claptrap, it will be about the crankshaft, the con rods and the four different piston types that you may find in your Stag engine. However, I may return to the block if ever I get round to writing an article on the original ideas for the fuel injection of the Stag engine.

Peter Robinson

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I DID IT MY WAY

JAMES MCCOLL'S STAG RESTO-MODIFICATION

Jeremy Clarkson's 'Staaaag' feature ("It's a bit of a cad's car – always go long on the a!") in an early episode of *Top Gear* interested me, especially his enthusiasm for the 'remarkable' Buick-Rover engine (his words) and his astonishment that it was not used in the Stag.

What made me smile was his comment that "the Stag was British Leyland's best car, which is like saying Mike Batt's best song is 'Remember you're a Womble!'" I recognise the Triumph engine with its overhead camshafts is a more up-to-date design and with careful maintenance, a coolant header-tank and improved head gaskets, can perform very well indeed but it was rushed into production before various problems had been ironed out.

Production quality control was poor – casting sand being found in sumps in later years is outrageous, but true, sadly. I like an engine to be robust and reliable and believe that production of the Rover engine should have been stepped-up, by diverting investment cash that the Triumph engine's development and production must have consumed. I am sure many might disagree with me but it's history anyway. In my fantasy, things were simpler, and a well-run British Leyland would not design and produce engine so similar to another that was available already.

Career, family life and house renovations (of course) took over and I waited longer than Dad did to fulfil my desire but in late 2009, started looking for a Stag and planning all that I had in mind for it. I did my research and established that if you want a pristine (standard) car, which I did not, just buy a pristine car or an unashamed 'fixer' – the middle-ground priced vehicles might cost as much to put right as a cheap one.

I contacted Gary Bates at TRGB, about a non-running, automatic 1976 Stag in Carmine Red with beige interior that he had advertised (PGF 190P) at that time. We chatted about my plan and agreed upon a price to include transportation. Despite being somewhat down-at-heel, the body was straight and not badly rotted, but the engine was seized, and the interior needed a complete refit. Gary was completely open about its condition and confirmed that this was exactly the starting point I sought, and he was quite right, I wanted to bring this car back to life and in a rather special way.



The initial hard work was done by local body shop experts, who stripped the paint, fixed some 'after-market ventilation' in the floor, fitted new sills, nearside front wing, rear-wing repair panels and fuel tank. All the remaining panels including the boot-lid were in good condition, fortunately.

With much attention paid to detail, the finish produced was fabulous; panel-fit and paint quality being significantly better than when the car left the factory. Next then, the mechanical, electrical and interior redesign, which was a long process.

Installing a Rover engine in a Stag might be frowned upon these days because originality is valued highly but resale value was never a consideration for me. However, we shouldn't overlook the benefits if the job is done well; after all it was Triumph's engine of choice for the TR8 and there was one factory-built 2500 saloon, fitted with a Rover V8 engine. The potential (ugly in my opinion) Stag successor prototype, Lynx, was also fitted with the Rover engine, so the signs of recognition were there at Triumph.

I discovered Monarch Stags and their research into developing robust and innovative upgrade components, of which I bought many. Ian Coe, who owned Monarch at the time, is also a big fan of the Rover engine, along with Clarkson and me. Now for the technical bit: my Stag is powered by a 3.9 litre 'stage-2' engine, (built by V8 Developments) fitted with an Offenhauser inlet manifold and 4-barrel carburettor, tubular exhaust manifolds and 123-ignition. Transmission is now via a ZF 4-speed automatic gearbox, BMW diff and Datsun drive-shafts. Quite a concoction and it all matches very well but that was by no means straightforward, as you will see below.

The ride is controlled by shorter, progressive-rate, front springs to compensate for the lighter engine, damped by Koni shock-absorbers and poly-bushes were fitted throughout. The only slight change visible is the fitting of 6" x 15" 'Minilite' wheels shod with Good Year all-season tyres. A bonnet-bulge was both unnecessary and unwanted.

Inside the Stag, it's all tasteful luxury: original colour (beige) but red-piped leather heated front-seats, matching rear-seats, leather covered door-cards and rear-panels without cubby holes but with flush mounted speakers, plus a new mohair hood and frame, all courtesy of SE Trimmings. Sound-deadening has been improved with the extensive use of Dynamat products, another Jay Leno recommendation. The car's woodwork has been replaced with darker walnut and a matching wood-rimmed 'Nardi' steering wheel fitted; all of which I think looks wonderful. It's certainly a very nice place in which to sit.

Electrical upgrades and replacements include: a Blaupunkt Stockholm DAB, Bluetooth, radio / CD player with an automatic aerial and balancing twin tweeters, fitted where the front speaker once sat; a new electronic speedometer that indicates up to 160mph (made by Speedy Cables), immobiliser, Satnav and remote central locking. All the wiring looms were replaced and a modern blade-fusebox fitted. New LED-powered Cibie headlamp





units were fitted and all other external bulbs were upgraded with LED bulbs supplied by Gil Keen, proprietor of Better Car Lighting, and the illumination now equals modern-car standards.

The reverse lights now incorporate separately switched rear-fog lights using combined-function LED bulbs (another Better Car Lighting product). On visiting the Pilkington stand at the 2016 NEC Classic Car Show, I ordered a green laminated, heated front screen with a dark-green shade-band, wired to come on with the rear-window demist switch; a very useful upgrade. I considered the installation of air-conditioning but discounted the idea quickly because it is a convertible and would miss the point completely.

I contacted the DVLA because I would have loved to get back the plate SMH 45 and apply it to the Stag but although the Roadster is cruising along the A303 in the sky, they would not reissue it to me. Instead I acquired RBR 1P, which is age appropriate and looks pretty smart.

Throughout the restoration, my lovely wife, Georgina, did raise the occasional (OK, frequent) eyebrow over the amount of courier deliveries with parts sourced from all over the country. Guilty as charged! It all took a long time, largely due to conflicting priorities of mechanics and money being spent on our house, but the bulk of the work was finished in 2019. I learnt that delays and problems are part of a classic car restorer's life, especially if like me, you are a creating the car that never was, and friends kept asking "Is that Stag of yours finished yet?" My old school pal, Tim Porter, who is a spare-time gentleman rally driver and car collector, calls my Stag (with a smile) a mongrel but he can't talk; he fitted a Vauxhall 'Red Top' engine into a MkII Ford Escort and campaigned it very successfully too, I might add, before he bought a Darrian which is even quicker!

My friends were right. It took too long and when I took the car out for the first time on a short journey down to The Kennels at Goodwood, I was hit by what many of us go through on a first drive - disappointment. Although it looked great, I noted a list of snagging problems 'as-long-as-your-arm' which spoiled the experience, not surprisingly considering the extent of my ambition for the car, but for a while, I asked myself why I had ever bothered. Not an uncommon emotion I understand but here is what was wrong.

The famous Stag problem of overheating raised its ugly head (a certain irony there bearing in mind the non-Triumph engine!) because the temperature gauge needle went to the red section, when driving, not at tick-over. I was beginning to doubt the very basis of my project, with the fitting of a Rover engine. Another item on my snagging list was that when driving with the hood down and despite the rush of air, it was trying to asphyxiate me! All sorts of fumes were making the experience very unpleasant. It turned out that every exhaust joint was leaking, which was one source of the problem plus there was a tiny issue with the rocker-cover breathers and pipes - there were none! Soon rectified.



There was a disturbing clonking noise from the front-end, the cause of which was the steering rack, which although 'new' in 2011 and with a grand total of 150 miles on the clock, was substandard and replaced. Looking at the car from the front though, something did not look quite right. The rear wheels were demonstrating a bit too much 'boy-racer camber' because of the non-Triumph diff and drive-shafts, not quite the image I wanted to portray. I spoke to Ian Coe and he referred me back to the Monarch Stags website, which revealed the perfect solution – rear-wheel camber-adjusters. A new batch had just been produced and a pair was soon on its way. Another problem was resolved, after which proper four-wheel alignment was carried out.

The brakes, however, were dreadful, even with every element of the braking system having been replaced with new.

Oh, and for a car with a 4-litre engine it felt sluggish; I was feeling somewhat despondent by then. Anyway, bigger problems were to follow. Covid hit and I faced a logistical problem. I kept the car in a high-security, climate-controlled facility in Surrey. It would have been fine for me to collect the car but could not return it during lock-down restrictions. I decided, therefore, to just leave it and besides, travelling during that period was hardly being encouraged.

During that time though, I replanned my Stag's future in a positive way and considered the many factors that contributed to its disappointing performance, some of which I wondered, might have resulted from my combining products from various manufacturers and huge ambition to add so much design innovation. Many problems though, were caused by the fact that the mechanical installation was not undertaken to a high enough standard. With all this in mind, I started searching for who should take it to the final stage of refinement.

2023 proved to be the Stag's big year because my search for specialist expertise resulted in a big success. I was delighted to learn that Stagbay had set-up shop in Guildford, a mere two miles from my house! Roy Reid, who runs the company, and his small team are my saviours. They are very knowledgeable, talented and dedicated people who reassured me that none of the problems were unsurmountable. They proceeded to attend to every part of the car that was malfunctioning or sub-optimal. The first thing was to examine the poor engine performance, which was down to incorrect ignition timing and faulty Holley carburettor. An Edelbrock unit was sourced and fitted to good effect.

Roy identified the cause of the dreadful braking performance quickly as being down to poor bleeding. Nevertheless, because of the significant increase in engine power over a standard Stag, I had decided to follow Jay Leno's advice and upgrade to Wilwood '4-pot' light-weight



callipers with drilled and slotted discs, which Stagbay fitted. Effective speed-retardation has been achieved and driving is now much safer. The suspension was in good order, but Roy fitted the anti-roll bar because other mechanics could not see how it should fit. Again, this is not a criticism but highlights the need for specialist knowledge when working on classic cars, especially Stags it seems.

Fixing the engine overheating problem was perplexing and required much 'head-scratching' and research. The usual things were checked: head gaskets, sender unit, hose leaks and more, but was resolved by concentrating on several other contributory factors, including fitting a 'Stagweber' header tank and ensuring the electric fan was cutting in at the right times. V8 developments supplied the superb, rebuilt engine, without ancillaries and the water pump fitted by another engineer, earlier in the restoration, proved to be faulty and was replaced.

There was a final tweak to come though, the temperature gauge was still creeping toward the red when the engine temperature was actually in the correct range, checked by measuring engine block heat and examining the (non-boiling) water in the header-tank. The fuel gauge was also over-optimistic and explained why Ray ran out of petrol on one occasion. Some of you readers are ahead of me and know that Stag circuitry includes a 10-volt stabiliser for those two gauges and once diagnosed and fitted, normal service was resumed.

Roy was very concerned about a number of rumbles and vibrations that were emanating from under the bonnet. Various fixes were made to eliminate sound and heat transmission between components and chassis members where clearances were too tight or non-existent. The most significant of them included the need to replace the starter motor with one where the solenoid is mounted below the motor; the first one was very close to other metal work.



The gearbox cross-member and engine mounts lacked bushes, some bolts were too thin, and one nut was only finger-tight, fixed by Roy, of course. That could have turned out very badly for me in the absence of his intervention.

The 'new' hood frame was badly adjusted and stiff but now operates more easily. Various Furflex seals and weather-proofing strips were added which reduced noise and water ingress. Some electrical and other smaller mechanical problems were resolved and everything tightened-up generally. Roy recommended having the engine set-up properly on rolling-road which was well worth the additional investment.

Finally, and bearing in mind the paint was applied over 10 years before, a few minor paint blemishes, and fine scratches were visible in the lacquer and stainless-

steel bumpers. This was attended to by an associate of Roy who, using 'mop' (mechanically operated polishing) techniques, brought the car back up to a very-high standard of finish. Following some final minor tweaks, the car drove beautifully; the suspension is just right and steering direct and quick to respond without being overly light with its wider wheels and smaller steering wheel.

What a transformation and what a fantastic feeling of pride when the dream became reality. The Stag took me on long, emotional (and financial) roller-coaster ride. It took much longer than I had hoped but I did it; I achieved my ambition.

My 'daily-driver' is a twenty-year-old Jeep Grand Cherokee Overland V8, which is a brilliant vehicle and you might not be surprised to learn that it too, is maintained in tip-top condition. It carries us and loads of luggage to wherever we need, but although smooth and well-appointed, people do not stop to chat when you are at a petrol station or give you a wave, thumbs-up or admiring glance when you pass them in towns and villages, as they do to a classic car. Having said that, some magazines tip my Jeep as being a future classic, so I will probably hang onto it. I am not attracted by most cars being produced today and on principle, will buy not an electric car.

The 'petrolhead' gene has been passed down to our younger son, Jack, who has a renovated Vauxhall Astra GSi, into which he fitted a Saab Turbo engine and our daughter, Lorna, drives a Mazda MX-5.

I am proud of my achievement, but my only regret is that I was unable to show Dad and take him out in it. I know he would approve because the Stag is the true successor to the stylish and graceful Triumph Roadster



that he loved, and he would be the first to acknowledge, it drives a whole lot better too! He did tell me in later years that he quite fancied a Rolls-Royce Corniche, but that desire remained unfulfilled and besides, what can a Corniche do that a Stag cannot? I'll let you consider that one, reader.

Postscript

When I looked back over the experience of creating the car and bearing in mind that events have a habit of overtaking life, I realised that what enthralled me was the Stag's restoration and not it's long-term ownership, necessarily. We have is a house that required a substantial amount of financial investment during 2024. Just as importantly, I was not getting enough time to enjoy the Stag and so took the reluctant decision to part with it to help fund the work. I am delighted to say 'my' Stag now has a new owner, Steve Spinks, who really appreciates what I have done. Steve will take the car to its next level of refinement and spend time using it; it deserves that. I saved and radially improved a Stag and now it enters its next adventure. I wish the car and Steve a great new future together. In a couple of years, I might consider getting another fun car, a much newer Jaguar XK, perhaps? My story could well continue, but it will not involve any major restorations! Done that, time to relax...

James McColl



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THE CLUB STAG ARCHIVE

The Triumph Story, Part 12 – The First Standard Triumphs

Before automobile production was ceased in 1939 in order to concentrate on war work, the Standard Motor Co. was turning out a range of cars known as 'the Flying Standards'.

The range in 1939 comprised 9 different models from the Flying Eight to the Flying Twenty, each with a multitude of body styles and a few different engine sizes but they were not exciting motor cars. They had, however, made money for Standard in the late thirties while Triumph (and others) floundered with their smarter, faster and more elegant models.



A 1937 Standard Flying 8, 6-light Saloon, competent but totally unexciting.

During the War, Standard had stored its car production lines and machinery at Ansty airfield, which is where all the aircraft sections made at Canley were finally assembled and from where the completed aircraft were flown out to join the war effort. Resumption of automobile manufacture was therefore a relatively simple task of moving the lines and machinery back to Canley but, in order to get things moving quickly, the model offering was reduced to two – the Flying Eight and the Flying Twelve – and, to break the pre-war links - the model designation dropped the 'Flying' adjective such that

the ranges became the 'Eight' and the 'Twelve' – still with a number of body styles but with just three engine sizes in total.



'Parp Parp' said Noddy's little car. A 1946 Standard 8 drop head coupe, also unexciting

Fisher & Ludlow, Tile Hill, Coventry

Having set the Standard scene, I think a little diversion is in order to explain the situation of body manufacture for the company's car production.

Whilst Standard were a large company in 1930, they did not actually make their own bodies for their car ranges. A number of sub-contractors were employed including Fisher & Ludlow in Rea Street, Birmingham (small size body shells), Pressed Steel in Cowley (medium size body shells), Briggs Motor Bodies an American organisation operating in various places in the UK including Dagenham -guess who bought them in 1953 ! - (the larger size body shells) and Mulliner's in Birmingham (some of the more specialised bodies).

Edward Fisher may have started in business as a tinsmith in about 1837 and, with the help of Henry Ludlow, graduated from buckets, kettle spouts and other small houseware items to building motor body work, such that by 1934 it was said to be responsible for the bodies of 3 out over every 10 cars being sold.

However, for some reason, the relationship with Standard flourished and, finding that their Birmingham premises was getting more than a little full, looked around for a new factory site, which they found at the end of Torrington Avenue on the outskirts of Tile Hill – the next Parish to Canley to the South West of Coventry.



Operating under the tradename 'Fishlow', Fisher & Ludlow provided panels and bodies to the motor industry. This is an advert from 1939.

Apparently, Standard helped with the cost of the new building which was very close to the next station towards Birmingham from Canley Halt, next to the Southern entrance to the Canley factory. The two factories now lie at opposing ends of Torrington Avenue but as Torrington Avenue did not exist until 1939 and then only for about half a mile from the Canley end and 200 yards from the Station Road end, purely to serve the new Fisher & Ludlow factory, the journey between the two was not quite as easy as it is now. This body works eventually reached a size of over 220,000 sq.ft. and is still in existence, although in a much altered external appearance.

During the War, Standard had acquired a decent press shop, courtesy of the War Office, but they did not have the facilities for steel body building in any great numbers so Fisher & Ludlow were contracted to build bodies for the immediate post-War cars. These were trucked to the assembly lines at the Canley factory, presumably up Station Road, along Tile Hill Lane and down Fletchamstead Highway, which would explain the proposal to build a rail delivery system between the two factories. This was to lie alongside the existing LMSR Coventry – Birmingham railway line and would be covered to protect the bodies. Nothing came of the idea.

During the War Fisher & Ludlow expanded into another site at Castle Bromwich and in the fifties the company was bought by BMC but they decided that they were not interested in supplying body shells to a competitor (Standard-Triumph) and closed the Tile Hill factory – only for it to be bought by Standard-Triumph, who continued to make their Vanguard bodies there. In later life it became the main paint shop for the 2000 range cars which were made by Pressed Steel in Swindon and a part-assembly plant for other sixties and seventies Triumph models.

To complete the circle, when British Leyland Motor Co. was formed in 1968, the Fisher & Ludlow factories owned by BMC and the Tile Hill factory, owned by Standard-Triumph were again reunited under a single umbrella. They were then merged with Pressed Steel to form Pressed Steel Fisher, operating to build bodies for all the various marques within the BL conglomerate.

When BL was 'disbanded', the Tile Hill factory became a parts store for Peugeot and is now occupied by two storage and logistics companies, AMCO Ltd. and GEFCO Limited. It is one of the few Triumph linked premises still in existence.



The Fisher & Ludlow factory on Torrington Avenue, as it was in October 1924. The production buildings have been slightly extended and reskinned but they are still recognisable. The offices are as built in 1937.



The four factories producing for Standard in the Canley area in 1945. The brown factory (top left) is the Banner Lane site, the green factory (bottom left) is the Fisher & Ludlow, Tile Hill site, the red factory (bottom right) is the main Canley shadow factory and the blue factory (centre right) is the Fletchamstead North shadow factory.

I will probably refer to the Tile Hill factory in later editions of this history (and I may repeat myself as the history is quite complicated and interwoven) so remember the name. Meanwhile, back to the story ..

Triumph Joins the Fray

Having put in train the manufacture of automobiles at Canley once again, the Standard Chairman, Sir John Black, set about instructing his design and engineering teams to find something to attach the Triumph name to.

I must admit that I understand that the instructions received from Sir John Black were not as loose as the above sentence may suggest, as Sir John had very specific ideas for his teams and God help them if they couldn't comply (Sir John was like that !). Two models were to be drawn up, one saloon and one sporting tourer style and to make things a bit quicker and cheaper, as many components from the pre-War Flying cars were to be utilised as possible.

Therefore, whereas the actual chassis for the Triumph models was new (108" wheelbase for the saloon and 100" wheelbase for the sportier car) the suspension for the new models was based on the Flying Twelve, with independent leaf spring front suspension, lever arm shock absorbers and semi-elliptic leaf springs and a beam axle at the back. The gearbox was the Flying Standard 4-speed unit but with column gear change (in vogue in 1945) and the engine was the 4-cyl, 1776cc overhead valve unit previously supplied exclusively to Jaguar. The engine was not quite as supplied to Jaguar as the Jaguar unit used an SU carburettor and a 7.6:1 compression ratio whereas the Triumph installation used a 6.7:1 compression ratio and a Solex downdraught carb.



The induction side of the 1776cc engine.

Note the Solex downdraught carb and that large capacity return pipe to the radiator – all of 6in long.

Which left the bodies to be decided upon.

The 1800 Town & Country Saloon Styling

At the time, Sir John seemed to have a fixation with 'razor-edge' styling i.e. like the traditional Rolls bodywork with large flat panelwork joined with sharp external joints, as in 1939 he had commissioned an elegant, razor edge saloon body from Mulliners with which to decorate an SS Jaguar chassis, and for the new saloon he employed Mulliners to come up with a suitable body. There are different versions of who actually completed the majority of the design detailing but let us say that both Mulliners and the Standard staff – including Walter Belgrove who was possibly the only senior Triumph staff member to join Standard - had an input to the final design. Immediately after the War it was difficult to obtain steel but there was a surfeit of the aluminium which was used to make aircraft panels during the war. The body for the new saloon was therefore built of alloy panels on a wood frame and the build contract was awarded to Mulliners to complete at their factory in Bordesley Green.

The new 1800 Town & Country Saloon was announced in March 1946 with deliveries beginning soon after.



Side view of an 1800 Town & Country Saloon showing the large flat panels with their sharp panel joints – all except for the flowing wings.

The Sports Tourer Styling

The sports tourer body design was entrusted to a young Standard designer, Frank Callaby with support from Arthur Ballard as Senior design draughtsman. No doubt there was a major input from Sir John and the final design was somewhat reminiscent of the pre-War Triumph Dolomite Roadster.

Like the saloon, the sports tourer body was made in aluminium but the panels were pressed at Canley on rubber presses installed for the manufacture of aircraft components and the body was assembled over an ash frame at Canley. All Triumph enthusiasts are familiar with the sports tourer – even if it is because we all watched Bergerac during the eighties. The model, known as the Roadster, featured a 'three-across-the-front' seating arrangement with two dickey seats – the last production car to feature dickey seats. It went on sale at the same time as the Town & Country.



A period photo of a Roadster 1800. It is no surprise that there are styling cues from the pre-War Dolomite Roadster, the style of which was admired by Sir John Black.

Both the 1800 Town & Country saloon and the Roadster were intended as stop gap models utilising older generation components to ensure that the names of Standard and Triumph remained in the public consciousness while completely new models were developed. Money needed to be made and, like the Standard Eight and Twelve, the Triumphs were entering a sellers' market as there was a great demand for automobiles immediately after the War. Despite this, they did not sell particularly well but Standard had a number of other potentially lucrative projects to sort out in 1946 and their replacements were not announced until 1949, in the case of the saloon, and 1953, in the case of the Roadster.

Four Small Diversions

Arthur Ballard

Arthur Ballard was a Standard man, having worked for the company since before the war. Like Les Moore, he was at Standard-Triumph during the sixties and was chief body engineer whilst Stag was being developed. For those who have watched the BBC Stag development film (google 'Stag development film' for a good YouTube watch) you may remember Arthur Ballard sitting in the styling buck telling everyone about how the OSCAR buck worked and how the seating heights were decided.

David Eley

On the Standard design staff in 1945 when the 1776cc engine was being replanned for the new triumphs was a young David Eley and he was responsible for part of the redesign – mainly in respect of the carburettors.

Fast forward to 1960 and the same David Eley was tasked with investigating the engine requirements for future Triumph cars. His report on the subject proposed a series of related slant 4 and V8 engines with varying engine sizes. The development of these engines was put into practice in 1965, starting with the slant 4 and, when this had been initially proven (and Saab had been hooked into buying

the initial output from the project) the V8 was drawn up and the parts for a development project ordered. We all should know the results of this development as most of us drive the final production version of that engine.

Les Moore

The Mulliners design draughtsman for the new Town & Country Saloon was Les Moore and although the Mulliner's design was not chosen to be fully adopted, he later became a Standard-Triumph employee and remained active until the early seventies.

Whilst the Stag was being developed, Les was head of Triumph's styling studios and almost certainly oversaw the detailed Stag styling to help turn the Michelotti prototype into the shape which we all drive today.



Les Moore paying some attention to what looks like a clay model – is that a Triumph idea for the SD1 ? David Keepax is at the drawing board. David was the dashboard king in the sixties – hence the dials on the top of his board.

Harry Webster

Although not a major player in either the Roadster or the Town & Country (as he was working on the preliminaries for the new Standard Vanguard at the time) a certain Harry Webster had started work at 'The Standard' in 1932. He had worked on the aircraft engineering operations during the war, mostly as an 'after sales' investigator and problem solver. Returning to the chassis design department and becoming Chief Chassis Engineer in 1948, he would have had at least some involvement in the final design of the first post-War Triumphs. Many years later it was Harry who found a transformed open topped 2000 lurking in the Michelotti premises when he went to inspect the latest TR5 ideas. It was he who presented the idea of Stag to his fellow directors and it was he who pushed the idea through.

Coventry really was a small world when it came to automotive personalities and even though there were over 20 years between the first Standard Triumphs and Stag, it just so happens that the same people had an involvement in both projects.

Peter Robinson

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OUT & ABOUT

E A S T E R N

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NORFOLK

Burma & Nepal with Kevin Sagers. Ted, Barbara, Mick, Mandy, Alan, Doreen, Chris & Sue supported our in-house David Attenborough for his Video Night. Gorgeous temple photos, scenery & wildlife were accompanied by local music soundtrack & commentary via captions & microphone. We even got an added extra of a short photographic tour of Hampton Court Palace. A gentle evening of being transported around the globe even with an in-flight buffet. Thanks Kevin & well done for raising £200 for Hainford Village Hall.

December N&N & Christmas Meal Over 30 of us enjoyed the Village Inn's seriously good value (& quality) food – how about 3 courses for £17.50/head?! The double-act of Peter Robinson & Chris Liles gave an overview of the SOC AGM. Notably that our friend & Deputy Co-ordinator of Suffolk & N.Essex Area, Peter Jones, is not only now a National Committee member but also our Co-ordinator Liaison Officer – top bloke! Peter R, in his role as Stag Registrar advised that SOC membership now stands at 3,500. However, to include spouses (we are very much a 'couples' club) that is more realistically around 5,000 members.

Peter Robinson now has approaching 19,000 Stags on his Register of the 26,000 built & per his interesting article on page 23 of the December mag, there could be 11,000 or 12,000 Stags remaining – that's a 'staggering' survival rate of nearly 50% which I suspect is practically unheard of for a mass-produced classic. If you haven't given Peter details of your Stag, he will welcome them. Include not only the Commission plate details but also

those from the two little rectangular plates beside the nearside bonnet hinge. If you want to know more about them, email me (Kevin) & I'll pass to Chris who (with Peter Robinson) has devised an explanatory article for you.

Tonight assorted 2025 events were discussed including the Norfolk Party, SOC National (per December mag), Eastern Region Day/Harry Webster Celebration, 45th Anniversary of our Area event, Kings Lynn BBQ/Drive & a possible break-away at Thoresby Hall (a Warners Hotel) in Nottinghamshire. All details are on our Google Calendar – if you need access just contact me (Kevin) with your Google email address details.

Excitingly, tonight we announced that Ray Prescott & I are building a Stags/Spares for sale/wanted facility on our SOC website page. If you need spares urgently, members currently post on our 45-strong local WhatsApp group. Now though if you have some unwanted Stag bits (or cars!) cluttering your garage you can easily see if a local member is keen to do a deal & take them off your hands. Dealing locally will be valuable to be able to view before purchase & avoid potentially expensive/risky courier carriage e.g. for heads etc. So, if you have anything for sale or wanted, just drop me (Kevin) a line with details & photos.

Incidentally, I suggest you visit the SOC website not only to view our Cars/Spares for sale/wanted but also to view the INTERACTIVE version of the December mag. Scroll to page 19 & enjoy the 7-minute video of the Stag Rally Car blasting around on snow covered roads, per that article.

In this new year, can we just take a moment to appreciate Peter Robinson. We are lucky to have him in our local gang since he is a walking encyclopedia of all things Stag. Aside from that one-off 2-page article mentioned above which he penned, in that December mag alone he also wrote 3 pages of 'Know Your Stag' & over 3 fascinating pages of 'The Club Stag Archive'. His SOC roles include national Vice Chairman, Membership Secretary (with the long-suffering Marilyn), Registrar & Historian. Well done Peter, we all really appreciate you & sorry if I have missed out any of your roles! Hmm, Peter Robinson, Peter Jones, Peter O'Neill ... where would we be without our local 'Peters'!

January N&N saw understandably fewer of us since the Norfolk Party was only days away. However, over 20 of us welcomed Guests of Honour & new members Austen & Sarah Wiles from near Fakenham. They are seeking a Stag & made several valuable local contacts tonight. We look forward to seeing you again since you both seemed to blend-in seamlessly with our crowd. There was even a

December N & N



Stag in the car park, piloted by Aubrey on his first trip to see us in a long, long time. Although you're active on our WhatsApp group, it was great to see you in person again Aubrey.

Tonight was our local AGM & Kevin, Jan, Peter, Jean & Chris were pleased to be reaffirmed unanimously as your local Leadership Team for another year. Since he could not make it along tonight, Martin Wells narrowly escaped being voted in his absence to do the work of all of our Co-ordinator & Deputies on his own!

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

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

Kevin Mellor (Co-ordinator) 07957 790764

Chris Liles (Deputy) 07885 253525

Peter & Jean O'Neill (Deputies) 07917 431285.

Ray Prescott (Photos Archivist) send him your photos via WhatsApp.

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

SUFFOLK & N.ESSEX

I hope you all had a good festive break. Here we are in 2025, yet another New Year, let's hope it's a good one. Way back in December we had our Christmas meal at the George with over 30 of us having a great evening with good food and great company. After the meal we took the opportunity to wish Karen a very happy notable Birthday with a large card and a cake befitting the occasion. Not so sure about our rendition of Happy birthday, we meant well. Then secret Santa made an appearance with gifts galore; some practical and some hilarious, getting our Christmas off to a great start.

Our January N&N falls just on this month's deadline so something about that next time. I have listed a few items for our proposed calendar below. Some things to look forward to including the ESM in Germany and National day at the Shuttleworth collection. This plan is still in draft so get your thinking caps on and send in your ideas for events to attend and drives for us to enjoy so we can have a full programme to get the most from our Stags this year.

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

- ✔ 5th February N&N The George. Hintlesham IP8 3NH
- ✔ 5th March N&N The George. Hintlesham IP8 3NH
- ✔ 2nd April N&N The George. Hintlesham IP8 3NH
- ✔ 27th April Drive it day
- ✔ 4th May Ipswich to Felixstowe
- ✔ 18th May Eastern region day Bressingham
- ✔ 30th May – 1st June ESM Nuremberg
- ✔ 12th - 13th July National day at Shuttleworth
- ✔ 3rd August Helmingham
- ✔ 7th September Glemham
- ✔ 14th September Maldon

SUFFOLK AREA WEBPAGE

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

Tim Hart

Mobile: 07749 895710 suffolk@stag.org.uk

ESSEX

This month we have our traditional Frostbite Run which will be on the 16th February. Hoping for good weather, fingers crossed.

March is going to be the usual quiet evening

April will be a busy time as we have our annual Quiz night so time to swat up and also be our Drive it Day run. Plenty of time to get the Stags ready for the rutting season

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

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

from members on best events for the year for all to enjoy.

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

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

DIARY DATES

- ✔ February 6th – Club night, Old Windmill
- ✔ February TBA Frostbite Run
- ✔ March 6th – Club night, Old Windmill
- ✔ April 3rd – Quiz Night, Old Windmill
- ✔ April 27th Drive it Day
- ✔ May 1st – Club night, Old Windmill
- ✔ May 18th - Eastern Regional Day
- ✔ June 5th – Club night, Old Windmill
- ✔ July 3rd – Club night, Old Windmill
- ✔ July 6th Hyde Hall Classic car show
- ✔ July 12th -13th – National Day at the Shuttleworth collection
- ✔ July 27th – London to Southend Classic Car Run
- ✔ August 7th – Club night, Old Windmill
- ✔ August 22nd – 25th - Long Weekend away TBA
- ✔ September 4th – Club night, Old Windmill
- ✔ September TBA – Maldon Classic car Show
- ✔ October 2nd – Club night, Old Windmill
- ✔ October TBA - Night Run
- ✔ November 6th – Club night, Old Windmill
- ✔ December 4th – Club night cancelled
- ✔ December TBA - Christmas meal, raffle and awards

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com

HERTFORDSHIRE & N. LONDON

Hi everyone and welcome to the first H & NL Area news of 2025! I thought about using the new technology of 'AI' to write it for me this month! (Everybody's using it apparently?) Until I realised, what on earth would Artificial Intelligence know about the joys of owning and driving a Stag? So I decided to use the 'other AI', y'know, Actual Intelligence to see if I can still keep you all spellbound!

I'm writing this having just returned from our slightly delayed but highly anticipated January meet at the Golden Eagle, held on a clear but cold night. I hadn't anticipated many or any Stags in the car park, not this time of year... and I wasn't disappointed! There were however 9 area members joining me on that cold night in the nice, warm pub. January of course is traditionally a fairly quiet month as people recover from the excesses of Christmas, looking

forward longingly to pay day at the end of a long month, but we in the Herts & North London area try to mix things up a little with our Late Late Christmas Bash, this year being held at The Marchmont Arms pub in Hemel Hempstead on 25th January. So by the time you read this, the partying will all be over. Look out for a full report next month!

Next month's meeting will host our annual area elections. This is your best chance to have your say in how your area is run. As mentioned in the December magazine area news write up, Paul Harrison will be stepping down as Area Coordinator and I will be stepping down as Deputy and we will both be standing for election to the other's position. A swap if you like and if we are unopposed. However it's important to stress that this does not preclude anybody else from offering themselves up for election to the positions being voted for. Mary, who joined us on the committee during the year as Events Coordinator will be standing again for that position for the coming year. So do pop along on 6th February if you wish to take part in deciding the future of our area.

The only other event on the near horizon is the annual International MG & Triumph Spares Day at Stoneleigh Park in Warwickshire. This is always a good day out, with a chance to save on postage costs on that spares order you've been meaning to put through to your favourite supplier and if you do, there's half the entrance cost paid for straightaway! There are always plenty of interesting Triumphs of all types (and even a few MGs!) to look at and the drafty barns of previous years have all been replaced by heated enclosed areas now, so you've no excuse not to go. I will be there and will hopefully have my Tahiti Blue Stag displayed on the club stand there. Look out for me and come and say hello.

You are most welcome to join us at our meetings held on the first Thursday of each month at The Golden Eagle, Ashley Green, a village between Chesham and Berkhamsted and only half a mile from the A41. The pub has excellent beer, food (with an adventurous menu) and atmosphere, especially on club nights! So what are you waiting for?...

Peter Goodman

DIARY DATES

- ✔ Thursday 6th February – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Sunday 9th February – The International MG & Triumph Spares Day, Stoneleigh Park, Warwickshire, CV8 2LH.
- ✔ Sunday 23rd February – Provisional date for our next breakfast meet at the Red Lion, Water End, Hemel Hempstead, HP1 3BD.
- ✔ Thursday 6th March – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 3rd April – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

Paul Harrison

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BEDFORDSHIRE & NORTHANTS

Natter and Noggin

The last natter and Noggin of the year was well attended for pre Christmas drinks and the presentation of the Member of the year awarded to Rob Chaproniere. (See Picture) Rob felt he needed to buy a round but he did not have to just because he won an award.



Lots of chatter catching up and banter flying about. It was also good that some partners also attended, and they all had a good natter and gossip. As it was festive season I tried to capture the time with members out in the carpark in front of the two Stags that braved the winter night with members in Santa hats but the pictures did not come out well see what think. Guy and Ray Nicholson have been showing off their suspension parts which they have overhauled and painted, (see Picture of Guys all laid out)

All Natter and Noggin s 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

The weather was not at its best over the festive season with heavy rain and gale force winds which meant that events were cancelled or postponed. One of the favourites was the New Year Vintage Stonely at Stonely Stratford Milton Keynes was cancelled. But this week I have had notification that it is now scheduled to be held on the first Sunday on March (2nd). Also I have had notification of Drive your Triumph Day on the 10 th February Which falls on Monday this year, don't forget to get out in your



Triumph and take a picture and up load it on the Triumph Drive it day web page. If anyone wishes to meet up to drive to a pub or café let me know.

I will be at the MG and Triumph Spares day at Stoneleigh, Also In Feb I stand down as Coordinator and look for someone to take over. The roll is not too time consuming but at least I could do with a Deputy Co ordinator if I am elected again as I can not attend all meetings and Natter and Noggin s throughout the year. A tasked shared is a lot easier.

Stag National weekend at Shuttleworth BOOKING IS NOW LIVE on the Stag web page. Pre booking is required to get the discount entry for all passengers and driver in the car at £20 Also I will be looking for some volunteers through out the day to spare an hour to help with marshalling and administration.

Whats App

The new year had a lot of posts for welcoming in the new year and wishing everyone well for the year. Thanks to those who sent me updated address, email information. But please just send to me and not post on the general chat.

Bedfordshire Web Page

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

Russell would love to have pictures of your cars and some information about the cars. Or any reports on trips to shows and events.

DIARY DATES

- ✔ February 9th Sunday MG & Triumph Spares Day Stoneleigh
- ✔ February 10th Monday – Drive your Triumph Day
- ✔ February 20th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ March 2nd Sunday Vintage Stoney at Stoney Stratford Milton Keynes
- ✔ March 20th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ March 30th Sunday run meet at the public car park Woburn op church at 10:00
- ✔ April 8th (prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ April 16th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ April 17th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ April 27th Drive it Day meet at the public car park in Woburn op church at 10:00
- ✔ May 13th (prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ May 21st Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ May 15th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ May 18th Sunday Chiltern Hills Rally Weeden Park Aylesbury HP22 4NN
- ✔ May 18th Sunday Eastern Region Day and Harry Webster Celebration Bressingham Steam Museum IP22 2AA
- ✔ June 8th Sunday Luton Festival of Transport Stockwood Park LU1 5NT
- ✔ June 10th(prov) 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 (prov) 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(prov)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
- ✔ September 18th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ October 16th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ November 20th Natter and Noggin RED LION Elstow Bedford MK42 9XP

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

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CAMBRIDGESHIRE

A very brief report. The Christmas meal at Johnson's of Old Hurst was well attended and everybody seemed to have a good time. As the weather was dreadful there were no Stags present, apart from the four legged ones the farm has, the car park was very muddy.

With poor weather continuing into the New Year, the Barrington gathering was cancelled, so not much Stag news to report. Not that Kath and I would have been at Barrington, we were enjoying some R&R and excellent weather in Madeira. For the New Year they had a spectacular firework display, 25,000 kilos, costing £1 million pounds and all set-off in 8 minutes. It was good, but I question the need.

By the time this report is published the Area should have a new Coordinator, who I am sure will take to Area forward to better times.

Rod

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

DIARY DATES

Please contact the Co-ordinators for full details

- ✔ N&Ns – Our monthly gathering, when members gather for drink and chat, many also enjoy a meal. It's a chance to meet fellow Stag owners and their partners, to talk over Stag problems, if any any, and plan future events. The day and venue for these changes, so please check the magazine or email updates.

Rod Kennedy

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OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

James Scott scottygsxr@gmail.com

Mob: 07970 206829

WORCESTERSHIRE

In Memory of Les Jones - Worcester

Les passed away at home in Broadheath on the 28th November 2024 after a long illness. He was a longstanding member of the Stag Owners Club, Worcester Area, and along with his wife Doreen they would often be seen in their immaculate Inca Yellow Stag at events in the area and on our Stag Club weekends and holidays. The Stag had been a bit of a surprise to his family, after his retirement, he told them he would use some of his lump sum to buy a new car. They were expecting something sensible, but instead he turned up with a V8 convertible, a Triumph Stag.

Les had lived in and around the Worcester area all his life and had an amazing career. He had been in the army as a dog handler in Aden, Kenya and Uganda, he was an ex Warrant officer and Court Bailiff, he'd been a Postmaster and had worked in the family bakery.

As a result he knew the area and the people very well. He would always have a story to tell about his antics in the army; about the people he met on his travels; the elephants stabled in the bakery outbuildings during the war; the horse he kept in his back garden; the speed boat he bought and taught his family to water ski. You could listen to him for hours.

Wherever we went there would be people he knew, and if he didn't know them when he arrived, they would be friends when he left! It was not unusual to lose him at a show, and when someone said "where's Les?", the stock answer was, "oh, he'll have found someone he knows."

Les built up an extensive knowledge of Stags and in his retirement he worked with John Jefferies who helped

him recondition and rebuild his Stag. He was invited out to Budapest to see one of John's clients who had an amazing car collection, but I don't think he was able to make it.

Les was a larger than life character, old school, he would help anyone with their Stag.

He will be sorely missed by us all. Our sympathies go out to Doreen, their children, Paul, Gareth and Karen, and their grandchildren and great grandchildren.



Go to the interactive magazine on the website to view this video

Our December N&N was combined with our Christmas party at the Crown and Sandys in Ombersley. Numbers were slightly down because four of our members were in Australia visiting family for Christmas. Still there was enough of us to make a good atmosphere and everyone I spoke to enjoyed the evening.



Later in the month we had to attend Les's funeral. Doreen, his widow, wanted his Stag at the head of the cortège and Stewart had agreed to drive it, but when he took it out of the garage for a clean, it was leaking water from the water pump. With only days to go, the parts were sourced and with the help of Julian (big thank you!) it was all sorted just in time. Les's Stag was joined by 9 others and made an impressive display.

Our January N&N was combined with our AGM. It was



a breakfast meeting and took place on a freezing, foggy morning, but we still had a good attendance. All our officers were re-elected unopposed and unanimously.

Thank you to my deputies, Anthony G, Bob I, David W, and Rodger R for all you've done for the club over the last year.

DIARY DATES

- ✔ 8 Feb - Breakfast N&N - The Oak
- ✔ 12 Feb - Drive Your Triumph Day
- ✔ Feb (TBA) - Snowdrop run
- ✔ 8 March - Breakfast N&N - The Oak
- ✔ 15 March - Skittles against the Cotswold Area
- ✔ March (TBA) - Run out to Berkeley Castle
- ✔ 2 Apr - N&N The Oak
- ✔ Apr (TBA) - Midlands Air Ambulance Car display
- ✔ 20 Apr - Worcester Area Drive-it-Day
- ✔ 27 Apr - 2 May - Spring break, The Old Hall, Caister-on-Sea
- ✔ 8 May - N&N The Oak

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

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
- ✔ February 2025.
- ✔ Sunday 9th – Stoneleigh Triumph/Mg Spares Day
- ✔ Monday 10th - Drive Your Triumph Day – Watch for emails regarding plans.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

WARWICKSHIRE / LEICESTERSHIRE

HAPPY NEW YEAR from the Warks/Leics Area. Not a lot to report YET, but here we go, into, what I hope, will be a fun packed year full of enjoyment and frolics. It's currently brass-monkey weather outside, but not all work has stopped. Planning for events has started and some progress on the car front too. The GT6 is starting to be wired up ready for at least a firing up the motor, enough to be able to get it moving over to my neighbours garage out of my way. I need the Stag back at mine to get a few jobs done. The 2k, I would say is sorted.....I now know what to do with setting the gearbox up and the bit I've done over the last couple of days has worked and she's driving quite well. No more neck snapping gear changes.

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,

SOUTH BIRMINGHAM

Noel's Notebook
Well, 2024 may not have been the best year for holding an event. Quite a few were cancelled or poorly attended due the sometimes atrocious weather. However, it ended on a high note with our Christmas meal held at the Fox Inn at Chadesley Corbet. What a delightful evening it was too with over 30 people attending. As the pictures demonstrate everyone fully enjoyed the company, good natured banter, excellent meal, and of course a couple of bebies. Scotty and Leia did an excellent job of organising the event and as the pictures show many of those attending resurrected the former tradition of wearing evening wear that made the dinner just that bit extra special.

We were made so welcome by the landlord that we decided to hold our January N&N at the Fox Inn. In part because our usual venue is closed for all of January and because they are not prepared to accommodate us on Tuesday's; the preferred day for many of our members. If the January meeting at the Fox Inn goes well we will hold future meeting there, and revert to the first Tuesday of the month. I will post the date on the website once the arrangements have been finalised.

In other matters Peter is have fun trying to track down the cause of a starting problem or should I say non-starting problem. I hear that he has so far not found anything amiss with the fuel or ignition systems. So I for one wish him all the best in solving the problem.



I hope I have solved a recurring problem with my nearside headlights. The earth wires to both lights are connected with a double bullet connector that refuses to stay clean. As it is in a vulnerable position water etc can and does get at it. It's bit of a faff to get at because you have to take the radiator grill and headlamp bowl out. So in order to effect a permanent repair I bought some super duper waterproof connectors and fitted them. End of problem I hope! I'll let you know how it goes later.

In the meantime happy new year to one and all and let's pray that 2025 proves to a really good year.

Breaking News:At the January N&N meeting it was decided the future N&N meetings would be held at the Fox Inn, Chaddesley Corbett, Kidderminster DY10 4QN. Meetings will be held on the first Tuesday of the month from 7:30pm. The area website will be updated to show the details of the new venue and meeting dates for 2025 Noel Sargent.

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottysxr@gmail.com

SOUTH CHESHIRE / NORTH STAFFORD

Hello and A Happy New Year to you all.

We have not had any information with regard to Local Car shows for 2025 yet, but when we do we shall let you know'

The only ones we do know about are the two at Tatton Park Knutsford which are as follows

THE CLASSIC AND PERFORMANCE CAR SPECTACULAR ON SUNDAY JUNE 8TH 2025

AND

THE CLASSIC AND REVIVAL CAR SHOW ON SUNDAY AUGUST 17TH 2025.

John has still not had his procedure done as yet, he has just had a lot more tests carried out and he is waiting for the results,- many thanks to all of you for your Christmas cards and best wishes.

At the moment the weather has become more like Iceland, very very thick snow, thick ice and freezing fog, its a privilege to stay in and keep warm and cosy and look forward to planning for warm and sunny days out for us all.

Judy Harrison

Tel: 0161 748 4608

NOTTS/DERBY

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

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SHROPSHIRE & SOUTH STAFFORDSHIRE

Steve Ellison

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OUT & ABOUT

NORTH EAST

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

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WEST YORKSHIRE

Well as we say goodbye to 2024 and welcome in 2025 but not the snow followed up with the big freeze with the temp not getting above -5. I as with many others would be struggling to find the incentive to go into a cold garage and spend the day tinkering with our cars, and as I now have mine back from the painters and it is in desperate need of putting it back together we could do with some warmer weather, please.

Going back to December here in the West York area have started to have the occasional Sunday lunch out our first location for lunch was Drax Social Club organised by Dawn Bowes she has stag name badges for all to colouring in with the colour of your stag and a game of stag bingo where a set of questions was on a grided card and you had to go round and talk everyone to find the answers to the questions that only certain members had the answers to. A nice way to break the ice and get to know some of the newer members.

Also happening in December was our trip to RHS Harlow Carr and a meal organised by Jennifer & Maynard Flint the meal being held at the Curious Cow in Harrogate the to Harlow Carr and a defiant need to wrap up warm

Our next event will be the annual Ten pin bowling followed by a Chinese meal, organised as always by Tony and Hazle Flynn

INTERCAR CLUB QUIZ AT NETHERTON

In addition to our own club nights, we join 6 or 7 other clubs for monthly quiz nights at the Netherton Sports and



The Glow at RHS Harlow Carr

Social Club throughout the winter season from October to April - except December. The Quiz starts at 8.00pm

There is also a good raffle on the last Monday of each month. All proceeds are donated to charity – which the quiz participants choose annually. (This has been the Yorkshire Air Ambulance for the last few years.)

Wayne Day

Email: westyorkshire@stag.org.uk

NORTHUMBRIA

16 of us met at The Ridley Arms in Stannington on 28th December – one of those days between Christmas & New Year when no one has any idea what day it is – for coffee & festive mince pies. Although there were only 2 Stags and one Spitfire in the car park, that was no reflection of the high level of energy and commitment – with Dave discussing removal of his engine with gearbox attached; meeting new member Alan from Morpeth for the first time; and John who announced he has





Robert Young in his Stag

successfully sold his E-Type but who is clearly delighted, as we all are, that no one has yet bought his Stag! The Ridley Arms was recommended by both John and Brian A and it is a better venue for our purposes – so we will be having our Area AGM there at 11.30hrs on Saturday 8th February. This will be the one formal occasion in the year when you are invited to complain, moan or make suggestions and get yourselves nominated for that formal Coordinator role you know you have always wanted. An agenda has already been circulated but I missed off the most important item – namely the launch of our very own Club Picture Book. You should know that Andrea has worked very hard to make this happen – on behalf of us all thank you Andrea. I won't spoil the surprise but we hope you will like it when you see it on 8th February and you will be able to place your order for either a hard or soft back copy for your coffee table – what better present could you want to give to that special person in your life who needs persuading that the time and money invested in your garage has been well spent?

See below for your diaries a full schedule of 2025 events. Continuing our 2024 castles theme we have arranged 7 (roughly monthly) bespoke drives to private historic properties with the TR Register. The general shape of these bespoke historic venue events, below in bold, is that we arrive as a group, park carefully for photos then receive a talk about the property (or sometimes a tour), enjoy light refreshments then leave after c90 mins. There is no requirement to stay all day – indeed you could sometimes be home for a late lunch.

An offer to arrange overnight accommodation in the Lakes for our special event on 6 July (again thank you Andrea) received little interest so anyone wanting to stay over can arrange privately.

In addition to our bespoke events in Northumbria we have listed the ESM in Nuremberg should you sport an adventurous disposition and feel the need to take on a little more continental risk. There is no better way to obtain value from your European Recovery insurance policy. I have already booked my place in the hotel recommended by our German colleagues in last month's magazine – a group from West Yorkshire is going via Hull who we could intercept en-route; does anyone want to go with me on the ferry via North Shields? I speak enough German to bluff my way through most sticky situations (although my engine parts vocabulary is non-existent). For completeness I also list the well organised SOC National

weekend at the Shuttleworth Collection. For both these please let me or Brian know if you intend going. I've also listed the Thirlestane Castle classic car show over the Border because it is always a good day out and well organised by John in East of Scotland Area; and of course there are many other classic car events which are not Triumph specific and not listed here.

After our AGM our first drive of the year for N&N – thanks to 'no Jag' John for this idea - will be a 90 minute visit to the small private Fishburn aerodrome in Co Durham with a super café and an outdoor collection of (rusting) vintage planes. We hope to meet Mike and some of his D&C members there.

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

DIARY DATES

- ✔ 8 Feb – Area AGM at The Ridley Arms, Stannington – and launch of our new coffee table Picture Book!!
- ✔ 6 April – N&N at Fishburn Aerodrome (near Trimdon, Co Durham) – with D&C Area members
- ✔ 27 April – 'Drive it Day' visit 17th century country house near Alnwick for cream tea then short drive organised organised by TR Register
- ✔ 25 May – drive to Greek Revival style grade 1 listed country house north of Newcastle, castle, gardens and tea room
- ✔ 29 May to 1 June – ESM in Nuremberg Germany – contact RT (re Newcastle – Amsterdam ferry) if interested
- ✔ 8 June – Thirlestane Castle classic car show with East of Scotland Area
- ✔ 15 June – Drive through wilds of Northumberland to 18th century castle and tea room near Scottish border
- ✔ 6 July – flagship event – longer drive (possible 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.
- ✔ 12/13 July – SOC National weekend at Shuttleworth (near Biggleswade) – see magazine
- ✔ 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 led 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 historic country house near Kielder built in 1719 designed by Capability Brown – the private home of a Border Reiver family since the 14th century - includes 45 min tour by the owner of the Hall and gardens
Roland & Brian

Roland Tate
rolandtatetcf@gmail.com

CLEVELAND & CO DURHAM

By the time you read this our Area AGM will have been and gone, hopefully, we will have some ideas for things to do and places to go this year. It would be good to have some fresh thoughts, over to you! If any of you would like to organise something, a day's drive out for example, just let me know.

DIARY DATES

- ✔ To start there is to be a visit to Fishburn Airfield with Northumbria Area on Sunday April 6th from 10am, staying for approximately 90 mins. If the weather is good and the ground is dry, we hope to be able to park on the grass in front of the vintage planes. On site is the Aviator Café. I thought we could meet at Darlington and take the back road up to Sedgefield and the airfield. Interested? Let me know.
- ✔ Drive it Day Sunday April 27th. As I write this nothing has been planned, idea needed.
- ✔ You can now register for Ushaw House Classic Car Show Saturday May 24th and Thornton-le-Dale Classic Car Show Sunday May 25th. Go to:
<https://ushaw.org/whatson/ushaw-classic-car-show-25/>
<https://tdsacarshow.com/>

Looking forward to some enjoyable days out
Mike

Mike Reeve

Tel: 01642 710101 michaelreeve121@btinternet.com

NORTH YORKSHIRE

Andy Maughan

Mobile: 07762 543920

Email: asmaughan@ntlworld.com

LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required

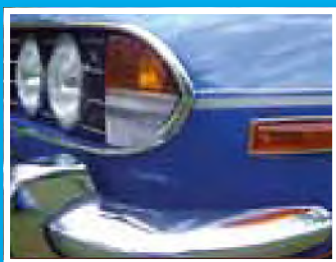
Please contact the Regional Co-ordinator

Graham Falshaw

meredies@talktalk.net

Triumphstagshop

01564 824 414 or 07595 021 777
Email: sales@triumphstagshop.co.uk



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OUT & ABOUT

N O R T H W E S T

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

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MANCHESTER / NORTH CHESHIRE

Just a quick hello from me and A Happy New year to all.

Having survived the excesses of the festive season, it is now time to start planning our 2025 activities. I expect there will be the usual mix of some regular events and hopefully something a bit different.

Polly and a few others have already booked a trip to Northern Ireland to join in the Scenic Car Tours Celtic Classic in late June so it's well worth a look at their website if you are interested in joining this.

We also plan to join in the SOC National Day meeting in July, making it a long weekend to include a visit to Bletchley Park while we are in the area.

The first task of the year, however, is to hold our Area AGM, which takes place on Sunday 9th February, as below. Please advise me if you would like to put your name forward to stand as an area officer or if you have any suggestions to put forward.

I look forward to meeting up with everyone soon.

Nick Rowland

DIARY DATES

- February Sunday 9th Meeting and Area AGM at Rixton Community Hall 4.00pm
- March Sunday 9th Meeting at Rixton Community Hall 4.00pm

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

Tel: 01606 624054 manchester@stag.org.uk

NORTH WALES

The January multi-club meeting mustered 14, of which 4 were Stag owners. This was not a bad turnout with the temperature below freezing on a foul, snowy night in the January cold spell!

Some discussion took place on meetings and runs over the next few months, including Drive-it day. Also, one of the TSSC members offered to make his lock-up workshop with 2-post lift available for a "Tinker Day" on 12th March.

There were several takers for this facility!

DIARY DATES

I tabled a provisional outline list of events for the year:

- February Sunday 11th May Claremont Farm (Wirral CCC)
- Sun/Mon 25th/26th May Capesthorpe Hall.
- Sat/Sun 7th/8th June Tatton Park
- Sat 14th June Caerwys Agricultural Show
- Sunday 6th July Lydiate
- Sunday 13th July Caerwys.
- Sunday 20th July Capesthorpe Hall.
- Sunday 10th August Claremont Farm. North Cheshire CCC
- Sat/Sun 16th/17th August Tatton Park
- Sun/Mon 24th/25th August Capesthorpe Hall
- Mon 25th August Prestatyn
- Sun 31st August Arley Hall

I will provide more detail next month, but in the interim, if you want to attend the usual first event at Claremont Farm, make your own booking via the entry form on the Wirral Classic Car Club website, stating "Stag Owners Club", and let me know. Entries must be pre-booked, but no passes will be necessary. I have booked an S.O.C. parking area.

Meetings are on the first Tuesday of each month, starting at 19.30 at the Northop Hall Cricket and Hockey Club CH7 6DE. There is a run-out on the last Thursday of each month, including a coffee stop and lunch. Contact me for details.

Nigel Cross

Mobile: 07766 696393 northwales@stag.org.uk

NORTH LANCASHIRE

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

Tel: 01772601164 d_haughton@btopenworld.com

OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

EAST OF SCOTLAND

Happy New Year to everyone - hope you all had a good festive break. We went Italian for our Christmas lunch last December in Edinburgh's new town – thanks to those who came along and made it an enjoyable afternoon/evening.



Hopefully we'll have a run out in the spring, so if anyone has any particular requests or suggestions re destinations then please let me know. This is the time of year when elections for new area co-ordinators are held, as mandated by the club constitution. I've cleared my inbox in anticipation of a deluge of nominations for this glamorous role, whereupon we can have a vote.

Club nights will resume on Monday 10th Feb at the Hawes Inn, South Queensferry, starting at around 8pm, with meetings thereafter on the second Monday of each month - looking forward to seeing regulars and new members in 2025.

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

GRAMPIAN

I hope that everyone and their Stags have been safe after the terrible storms we have had.

2024 wasn't the best year for weather so here's hoping that 2025 is better although it's not been the best start. We are looking forward to getting back on the roads again.

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

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

All welcome.

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

WEST OF SCOTLAND

Happy New Year everyone, hope you all enjoyed the festivities and are now focused on getting the Stag ready for the season ahead.

We will be doing our usual Drive it Day run in April and hoping this year we manage a nice dry day.

We will be doing the usual shows this year, venues and approx dates are listed below. Glamis is already fully booked which means anyone else wishing to attend this show will be put on the reserved list.

DIARY DATES

- ✔ Bridge of Allan 11th May
- ✔ Errol 8th June
- ✔ Moffat 28th & 29th June (run on the Sat & show Sunday)
- ✔ Glamis 12th & 13th July (Fully Booked)
- ✔ Biggar TBA (Aug)
- ✔ Scone 13th & 14th Sept

Please note these dates are approx and could be subject to change apart from Glamis which is confirmed and booked.

Meetings are still held on the first Tuesday of each month at our usual watering hole of the Redhurst, Everyone welcome.

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

NORTHERN IRELAND

Brian Linden

Mobile: 07979954381 bflinden@aol.com

OUT & ABOUT

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

COTSWOLDS

A

REA MONTHLY MEETINGS

Following general acclaim we shall continue with the 'Last Saturday of the month' drive and lunch meeting format we began last year, at least until something conspires against it, such as Drive It Day being the day after our scheduled April meeting. As ever, if in doubt over an event or location, do check with Rupert or Mark.

FEBRUARY MEETING SATURDAY 22nd

Anticipate meeting at the Cross Hands Toby carvery, Brockworth GL3 4PH, for an 1100 departure, subject to conditions. Details and destination to be advised.

The tail end of last year saw some of us still out in Stags for both the Motor Hub visit and the last two monthly meetings. A dozen or more folk arriving unannounced at the lunchtime pub does cause some landlord consternation but the opportunity to take more money seems to prevail, even just after Christmas with large groups already ensconced.



We welcomed fairly recent new member Barbara to the fold in December, and all looked forward to regrouping in January.

The only local New Years Day event which I could find was a VSCC meeting, open to all to attend but strictly qualifying cars in the car park, and all the ruffraff out on the roadside verge. Quite right too, and an impressive turnout of over 40 pre-war cars despite a wet and dull day. Considering a minimum age of 86, (the cars that is, not necessarily their owners) the enthusiasm to enjoy driving them in poor weather conditions was an impressive example to all.

I still seem to be chasing an intermittent starting problem, despite having already addressed loose solenoid positive and ignition fuse connections and having a push button starter installed. I now suspect the starter motor



itself having discovered that rocking the car while in gear brought results.

I buy service items locally whenever possible, particularly now postage costs are so ridiculous, and have for years used engine oil filters from a major manufacturer. Disappointingly, the current obsession with making everything as flimsy as possible has taken the filter seal from the original square section down to a worryingly thin oblong which I believe to be unfit for purpose, unless of course you know differently.

Other projects within the group include hood replacement, upholstery, attempting to free a very seized engine after a lay-up of many years, and attention to the dreaded rust. Sometimes doing the right thing in having a car professionally inspected can bring alarming consequences!

DRIVE YOUR TRIUMPH DAY Monday 10th February

Organised by American Triumph enthusiast Rye Livingstone to celebrate the birthday of Sir John Black, the man behind the Standard / Triumph affiliation, it's an excuse to go for a drive, photograph your car either solo or in a group and send the image to DriveYourTriumphDay@gmail.com without delay. Several hundred photos from around the world will subsequently be posted, a reminder of the number of people involved in and the extent of our enjoyment. Pictures of on-going projects and cars in storage are also acceptable.

Dates have already been published for established events and more will no doubt follow. Classics at Prescott provides opportunity to drive the Hill and should you wish to participate do note the requirement to obtain a Motorsport UK licence for both driver AND passenger. Our Club National Weekend certainly looks tempting and is far enough away to perhaps turn into a short break.

What we choose to do as a group will of course be up to you - suggestions and volunteers are always welcome!

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

DIARY DATES

- ✔ Monday 10th February Drive Your Triumph Day
- ✔ Saturday 15th March Skittles, provisional
- ✔ Sunday 27th April Drive It Day
- ✔ Sunday 11th May Classics at Prescott
- ✔ 24th / 25th May Prescott Historique
- ✔ 12th/ 13th July SOC National Weekend, Shuttleworth Collection

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

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On the Isle of Man mountain road

WILTSHIRE

The past two months seems to have involved a lot of eating, as since the last report we've had our Wiltshire SOC Christmas dinner at the Castle and Ball, Marlborough, then Christmas & New Year, then our first meeting of 2025, a Sunday lunch at the Crown, Bishops Canning, near Devizes, both dinners were well attended, surprisingly, the Sunday lunch saw 19 of us sitting down to eat, with one Topaz Stag in the car park.

Its that time of year when the majority of our cars are tucked away, hidden from the snow, frost and the salty roads, even the meeting organised by Classics on the Quay had their New Years day meet cancelled.

My Stag is sitting engine-less under a cover outside my garage, our trip to the Isle of Man with Scenic Car Tours, (which was a great weekend), revealed, in a picture of us driving across the closed Mountain road at full chat, the extent of the oil the engine was burning. So we have an engine rebuild in progress with new piston rings, courtesy of Robsport.

John Garnett, probably had his best Christmas present ever, as the rebuilding of his Stag, following its rebuild after the loss of an argument with a truck, was completed and the car returned to him with a new MOT. He's now

applying the finishing touches, with new overriders and rubbers and other minor additions. Hopefully we will get a picture for next month. Talking to Mark of Cotswold Accident repairs, he commented on the poor quality of the fit of new classic car panels, he'd had to make significant adjustments to the new Stag front wings of Johns's car, and also to new front wings being fitted to a TR2 in the workshop.

Many of us have discussed the up and coming European Stag meeting of 2025 in Nuremberg, the 1400 mile round trip is putting many of us off, although the itinerary for the weekend looks really interesting.

Our thoughts are with Chris and Mary, Chris, who is suffering with his eye sight, hopefully they will be able to join us sometime this year at one of our meeting and it was great to see Phil Rowe, recovered from his Heart Attack, enjoying a health Sunday lunch.

Interestingly we have had several new Stag owners come along to our meetings in 2024, four couples in total adding to the differing car colours of Wiltshire SOC, Magenta and Topaz,

Our next meeting, the first Tuesday of February, will be our AGM, where we will confirm our Coordinator and deputy coordinators, our meeting time and venue and start to put together our diary for 2025..... So bring your ideas to the meeting



Christmas Dinner at the Castle and Ball

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 from the middle of February onwards

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

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

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

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

WILTSHIRE AREA WEBPAGE

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

Glyn James

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OXFORD

Happy new year from the Oxfordshire area, we all hope you had a good break. The Oxfordshire area decided to not arrange an official meet up in December, but the WhatsApp group remained active as the best way for us all to keep updated on the activity across the Group

As ever the depths of winter did not deter some of our members from attending the local events. I attended the Brackley classic car show, just after Christmas, which was a surprisingly well attended event resulting in the whole of the town centre being taken over with classics from across the spectrum; a modern Mercedes SL, a Cadillac from 1960, a fleet of original Mini's and of course the usual great British sports cars in the form of MGB's, TR6's and the good old Stag. I was pleased to see at least 6 Stags in attendance, none of which I can recall being from within our area so many would have had a decent drive to attend. I had the pleasure of chatting to a few of their owners, which was great as every Stag owner has an interesting tale to tell. The other event I attended was a very wet, snowy Bicester scramble the first weekend of the new year which I attended with Richard, our deputy, and with the event being outside the freezing wet conditions did mean that our attendance was brief.

As previously mentioned, it is always a good check-in to speak to the people running the various automotive engineering enterprises and there is always something different to see.

Gary attended the first Hook Norton classic car event of 2025 on our behalf and was glad he did, as his blue Mk1



Gary at the Hook Norton Classic car event

is getting quite a name for itself following up its 'pride of place' at the NEC with a best in show award, which made up for his trepidation of going with elements of salt and snow still present on some roads.

Other news from the group focuses on the various updates and improvements the team are taking on readying their cars for a big 2025, with a trip to the ESM being the highlight for many. I have decided to bite the bullet and have sent my soft-top frame off to an upholster recommended by Tony Lapworth and team in the Warwickshire area, thanks for the contact chaps. The 'other Richard Green' is fitting his CV Driveshafts, brought during a moment of madness at the EJ Ward open day, and is also replacing the prop shaft and Simon Waller has spent the winter refurbishing the front suspension, steering rack and steering column so you could say we remain a busy bunch even during the 'close season'

As mentioned in the last article, 2025 will see us mixing it up with various meeting locations. Given the spread of the area, we have decided to pick four locations mirroring the four compass points from with the area. The Northern meet location has been decided as the Ben Johnson Pub, just down the road from the Chequers at Weston-on-the-green which is also knows as 'The Spud Pub' so that should be interesting. At time of going to press we await confirmation of the location to the West of our area, but the Eastern area have chosen the Red Lion in Chalgrove, which is scheduled for the February meet. The Sothern area will be covered off by a meet at the Packhorse Pub at Milton Hill, Nr Abingdon and we'll schedule that for March. Once confirmed the location for the West will go in for April and then we will reset and go around the four again. I will update the addresses ahead of each meeting via WhatsApp and I will find a way of posting them all on the website so it's clear where we are meeting each month. Let's hope this new format works.

As ever we are keen to hear any stories or suggestions members would wish to share with us and if you have anything to share, or you want to reach out, we are always willing to help and support where possible.

Our local 2025 events calendar is filling up nicely and once this is complete, I will find a way for updating this onto the website so its visible for all.

DIARY DATES

- ✔ Banbury Car & Bike Meet @ Banbury Cricket Ground – 2nd Feb 2025
- ✔ Hook Norton Classic Car Meet @ The Cotswold Lounge – 9th Feb 2025
- ✔ Oxfordshire Area Meet @ Red Lion, Chalgrove – 27th Feb 2025
- ✔ Banbury Car & Bike Meet @ Banbury Cricket Ground – 2nd March 2025
- ✔ Hook Norton Classic Car Meet @ The Cotswold Lounge – 9th March 2025
Richard Green

OXFORD AREA WEBSITE

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

Richard Green

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pressures have stopped you attending recently, do come along and support.

Additionally, we will have our AGM Tuesday, February 11th, once again at the Shire Horse. This will be the time to take a more formal look at the calendar, as well as the roles for Coordinator and Deputy.

We are seeking nominations for the role of Coordinator and Deputy. If you would like to be put forward for one of these roles, or would like more information on what is involved, please let us know.

DIARY DATES

- ✔ Tuesday 11th February - Monthly N&N and AGM, Shire Horse, Littlewick Green.
- ✔ Tuesday 11th March - Monthly N&N, Shire Horse, Littlewick Green.
- ✔ Tuesday 8th April - Monthly N&N, Shire Horse, Littlewick Green.

David Yapp

Mobile: 07970 059716 TVstags@hotmail.com

THAMES VALLEY

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

SOLENT & NEW FOREST

SOLENT & NEW FOREST AREA WEBPAGE

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

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OUT & ABOUT

SOUTH EAST

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

You would have thought that with 2 months to write about I'd be writing a great long article, but the last one was written back in early November which seems like a distant memory now!

Trawling back through my calendar, just after I wrote my last article we had a 10 pin bowling evening. It's an unusual departure for us, but was inspired by an impromptu bowling session we had in the Isle of Wight when it started chucking it down and we were looking for shelter from the rain whilst at a car show. There was ten of us present and we had a great laugh. Somehow I managed to redeem my shockingly bad performance on the Isle of Wight and actually didn't do too badly. Looking at the photo below, it looks like Tony wasn't too impressed!

Naturally I couldn't write this without mention of our Christmas dinner event! We went to a Toby Carvery this year. You never leave one of those hungry! Unfortunately we were split between 4 tables, albeit adjacent to one another so we don't actually have a group photo with everyone in it so I've cobbled one together, I think most people are in there!

I think that's all we did officially as a group. It goes without saying that the ever popular breakfast meets have been carrying on through November and December as usual – weather permitting. I suspect things will be quieter through the current cold spell while there is salt on the roads. As ever the best place to find out what's going on is through our WhatsApp group and the Spond app, kindly administered by Garry.

Chris and Mike are sorting out this years events. They are targeting quality rather than quantity as there is a bit of a feeling of car show fatigue in the area at the moment so expect fewer events, but it would be great to see larger numbers of the area at the ones we do



attend. I find that they are a great way to get to know the people in the group on a more personal level than you can at the monthly meets so well worth attending from that point of view as well as looking at old cars!

Here's to a great 2025 everyone.

Best Wishes Dave H.

DIARY DATES

♥ 6th Feb – Monthly meet at the Bo-Peep (BR6 7QL)

Chris Skinner

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WEST SUSSEX

Happy New Year everybody! Let's hope that 2025 is a good year & we can enjoy the Stags.

Our build up to Christmas started with our dinner at Tottington Manor, which 18 of us enjoyed. It was a good evening with our accustomed quiz which flowed well. Thanks to Valerie & Philip for doing the booking for this. We followed on later in December with an outdoor Christmas carol & songs evening, this was so well attended last year that they held it over 3 days to fit everybody in. We started our New Year with a January breakfast meeting, it was good to catch up with everybody again and hear about their Christmas.

We have booked another breakfast meeting on February 9 again at Tottington Manor from 10.00am, this will double up to include our area AGM so please try to attend as we will also sort out this years programme of events. If you have any suggestions, then please raise them. I will also need your names and numbers for arrangements for breakfast before hand.

I have booked our place at the Eastbourne Magnificent Motors on May 4, everybody that showed an interest has been allocated a ticket.

DIARY DATES

- February 9 Breakfast meeting at Tottington Manor from 10.00 am followed by our area AGM. Let's have your thoughts
- March 2 Breakfast Club Meeting at Tottington Manor
- April 1 Club Night at Tottington Manor from 7.30pm
- May 4 Eastbourne Magnificent Motors
- May 6 Club night at Tottington Manor from 7.30pm

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

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KENT

Kent Area AGM REPORT.

On a cold January night we had a very well attended AGM at the Dog & Bear Hotel, Lenham.

Howard Gilbert, who was standing down as Co-ordinator, gave a review of some of the highlights of a very successful 2024 for the Kent Area and thanked all members for their much appreciated support.

National Honorary President and Regional Co-ordinator, Stephen Kiefer thanked Howard for his contribution to the Kent Area over the last three years as Co-ordinator and particularly how communications by email and the Area website had improved attendance at events and regular meetings and also congratulated him for finding us a new

and suitable meeting venue in mid-Kent.

The new Kent Co-ordinator will be Derek Hewett, stepping up from Deputy, with Jonathan Moss continuing as Deputy Co-ordinator. Howard will continue to support the Area website and assist Derek and Jon at meetings and events. Mike Allen will carry on with organising the popular Pub Dinner nights on the Fourth Thursday of the month. Other stalwart supporters such as Keith Daley, Mary Hewett, and Paul and Vicki O'Leary are also available to assist new co-ordinator Derek with events and activities as his "committee".

That said, we always welcome new ideas for meetings and events from all members, especially when they are well researched, and make it easy for the coordinators to enact.

DIARY EVENTS

- Mon 10 Feb – Next Area meeting at the Dog & Bear Hotel, Lenham.
- Thurs 27 Feb – Pub Dinner Night Wagon & Horses, Charing.
- Sun 27 April – Drive It Day (details to follow)
- Sun 19 May – Faversham Transport Weekend Classic car day. (details to follow)
- Fri 30 May -Sun 1 Jun ESM Nuremberg, Germany (Look out for further details on the National and Area website as Keith & Derek have arranged both Pre and Post ESM options to extend the tour)
- Sun 29 June -Thanet Extravaganza Classic Car Show Manston Airport (details to follow)
- Sat 12 July & Sun 13 July – National Weekend 2025 Bedfordshire details online and in SOC Magazine
- Sunday 17th Aug TRACTORFEST Holden Farm, Bid-denden, more info now on the Area website
- Sun 10 Aug Leeds Castle Motors at the Moat (details to follow)
- Sun 7 Sep Edenbridge motor show (details to follow)
- also Aylesford Priory Kent's Classic Car Show -same day (details to follow)
- December Christmas Party (Details to Follow)

KENT AREA WEBPAGE

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

Howard Gilbert

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EAST SUSSEX

Happy New Year to everyone! By the time our members are reading this feature, 2025 will be well and truly on the road and two January gatherings will have already taken place – our regular breakfast meeting and a January lunchtime get together at our popular venue, 'The Green Man' at Ringmer.

Our February meeting will also be the group's AGM.

This is an important time in our calendar as it is an opportunity for all the members to reflect on the events of last year and contribute ideas and suggestions for the coming months. All members are encouraged to attend and have their say in future plans.

There is lots to look forward to and the diary is already filling up. The first major outing of the year is 'Drive it Day!' This is always a treat to look forward to, the cars have their first outing en masse and if the weather is kind, it can be quite a spectacle to see everyone out on the road. This year it will be held on Sunday 27th April. More information to follow.

Schedules of other proposed meetings and events for 2025 are available now and it promises to be a full and entertaining programme with much to share and enjoy!

DIARY DATES

- ✔ Breakfast & AGM: Saturday, 15th February 2025
 - ✔ Breakfast meeting: Saturday, 22nd March, 2025
 - ✔ Drive it Day!: Sunday, 27th Apr 2025
- Sandy Gent on behalf of Bryan Gregory

EAST SUSSEX AREA WEBPAGE

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

Bryan Gregory

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SURREY

Happy new year to you all we hope you had a great Christmas and you are looking forward to another year with us at the Surrey section of the Stag Owners Club.

There was not much to say in our last report as we were between events so we will start off at our last meeting in November at the Fairmile, the pub was very busy so the manager let us have the breakfast room all to ourselves which to be honest can be a bit cramped as our numbers seem to be going up but we managed. It is always a fun evening with the group but this meeting went a little strange bearing in mind we are a car club, I think the red wine that was flowing may have had something to do with it but the conversation changed to ironing and who irons what, it turns out some of our members even have their undies ironed and yet others don't iron anything, it was suggested at our next meeting we could have a discussion on Hoovering or how to load a dishwasher but I think we may give it a miss.

Towards the end of November we had a drive out to Haskins garden centre for a breakfast and Christmas shop as we did last year it was very popular so we did it again, we met at Denbies Wine Estate just before 9am there were a dozen cars in all and we were joined by Johan one of our new members who seemed very surprised at number of Stags that turned out. Matt and Sam led the way through



the Surrey countryside on a very wet and windy day but we all managed to stay together and arrived safely at the garden centre, the breakfast was just as good as last year then after a bit of Christmas shopping and a chat in the car park we made our way home all traveling in different directions. We all made it home but one took a little longer as the head gasket gave out but thanks to some help from Paul and extra water they got home, hopefully getting it sorted soon.

Our Christmas Dinner at the Thatcher's Hotel in East Horsley was a fantastic evening with forty guests for a four course Christmas Dinner, Arriving from 6pm we had our own private bar where we all met for pre dinner drinks, I had put out all the photo albums from the last few years of our drive outs and holidays, it not until you look through them that you realise how much we have done in the past. The dinner was great, piping hot and plenty of it. After dinner we had a pass the parcel followed by a music quiz then a questioner all about the Triumph Stag, scoring points for each question, prizes were given to the winning table. Afterward I wanted to thank the members that had helped throughout the year with a small gift so many thanks, we couldn't function without you. There was still time after dinner for turning the music up and a dance before making our way home. We had lots of kind comments on the evening and how much they had enjoyed it, so the following Monday I phoned the hotel to thank them for such a good evening and booked it again for 2025.

DIARY DATES

- ✔ February 17th Meeting at the Fairmile
- ✔ April 20th drive it day
- ✔ May 11th Leatherhead Show tbc
- ✔ August 10th Cranleigh Show tbc
- ✔ August 16th Capel Show tbc
- ✔ September 5th-8th Warners

There will be more I will keep you updated so please look out for your emails, if you are not on the mailing list and would like to be please let me know. We look forward to another great year with you all and we hope you can join us on some of our meet ups. Happy New Year from your co-ordinators Gary and Matt

SURREY AREA WEBPAGE

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

Gary Sorfleet & Matt Gravett

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OUT & ABOUT

SOUTH WEST ENGLAND AND WALES

Regional Co-ordinator:

SOMERSET / DORSET

Happy New Year to everyone, hope you all managed to enjoy the festivities without suffering from the bugs around at the moment.

As our N&Ns have changed during the winter from an evening meet to a Sunday meet, November's N&N was a Sunday morning gathering at Beer Cider Farm, which has coffee, cake, bacon butties, etc. as well as cider for sale, well worth a visit. It was a very good turnout with three Stags present belonging to Tim & Wendy, Jane & Mark and Pete. We all enjoyed various goodies, mainly bacon based before perusing the selection of ciders which several of us purchased for consumption later.

I had decided to have our pre-Christmas lunch on the day the earth stood still, Saturday the 7th December. If you have forgotten, the weather was going to be rather windy as storm Darragh was about to land and during the previous night the government had decided to frighten us by taking over our mobiles and making them issue a siren followed by a message that we were all doomed. I phoned the pub the next day and they were open so most of us turned up for a good roast and the traditional quiz, but no stealing Santa this year. Everyone enjoyed the occasion and managed to get home safely.

The weather was pretty rotten on New Year's Day and I decided to give the Sturminster Newton car run a miss this year, as did many others. However, one brave Stagger

made it, so congratulations to Geoff Parish who not only had the only Stag at the gathering but completed the run in very inclement weather.

By the time you have this issue, our January N&N and local area AGM will have taken place and the Co-ordinator and Deputy for 2025 will be decided, together with a few ideas for events. If you were unable to get to the N&N and know of an event, please let the Co-ordinator or Deputy know.

Our N&Ns until April will continue to take place during daytime, times and places TBA, don't forget to check our area website.

DIARY DATES

During the winter months (Nov to Mar) our monthly Wednesday evening N&Ns will move to a daytime meet, dates and time TBA. Please check with the area website or Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.

- ✔ Mon Feb 10th - Drive Your Triumph Day.
- ✔ Sun Feb 16th - Sunday N&N, time and venue TBA.
- ✔ Sun Mar 16th - Sunday N&N, time and venue TBA.
- ✔ Sun Apr 27th - Drive It Day.

Garry Martin

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SOUTH WALES

This will be my last report as your Coordinator. However, I don't think it will appear in the magazine until February as the magazine is not published in January. I would like to thank all members for supporting me over the past 6 years and particularly those who have played an active part in the running of our Area. It has been amazing. A particular thanks to my wife Jill who has been a great help, as you can imagine!

Saturday 7th December was the height of Storm Darragh and we had our annual trip to the Taurus Xmas Fair planned. Weather alerts warned against travel so we had to call off the trip. I am told, however, on good authority, that it went ahead and was enjoyable once you got there.

On Sunday 15th December we had our annual Xmas lunch, which this year was held at the Greenmeadow Golf



Geoff Parish's Stag photo courtesy of George Jeans.



South Wales Christmas Party

and Country Club in Cwmbrian. Sunday lunch at Christmas time can be particularly tricky as pubs and restaurants want to have at least two sittings in an afternoon. Getting a club such as ours, wanting to enjoy a long lunch then “hang around” chatting is not what the pubs are looking for. Luckily Greenmeadow were able to accommodate us and we had a private room to ourselves for a small fee. The attached picture shows members enjoying their lunch at our Annual Event. We had 46 members and friends attend, which is the largest number we have had for a long time. The consensus of opinion was that it was a good choice of venue and was enjoyed by all.

Our Area AGM on 7th January 2025 witnessed my resignation as Coordinator, and the appointment of 4 others as a replacement!! (Yes I always said I could do the work of more than one person!! only joking of course.) I am very grateful to the four members who were willing to become Deputy Coordinators and run the club area as a committee. The people involved are Bob Dowsell, Terry Dunn, Gary Ross and Ian Rodgers. By the time this article appears, I am sure you will have heard from them explaining how the role is to be divided between them. The club area email address will continue to be southwales@stag.org.uk and the Deputy Coordinators will have access to this address once they have received approval from the National SOC Committee.

We welcome all club members in the South Wales Area or further afield. We keep in touch by email and whatsapp. If for some reason you are not on the circulation list please get in touch. We meet every month on the first Tuesday at 8pm at the Crow’s Nest Pub, Cwmbrian, NP44 8HU. However, in the summer, the time changes to 7pm so that we can have one of our evening drives. One way or another we end up at a pub for light refreshment!!

DIARY DATES

- ☛ Tuesday 4th March 25 Noggin & Natter Crow’s Nest Pub, Cwmbrian
- ☛ Tuesday 1st April 25 1st Evening Drive of the year

SOUTH WALES AREA WEBPAGE

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

Colin Evans
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DEVON

It seems a long time since the last report due to there not being a magazine in January. I hope that you had a good festive season.

We had a small but perfectly formed Christmas lunch at the Dartmoor Lodge Hotel with Sue and Mark Oxenbury, Jean and Bill Kennedy, Dave Taylor and Stephen and myself.



Unfortunately we had to cancel the Interclub Skittles in November due to the appalling weather that day. This has now been rearranged for Sunday 23rd March. Please pop this date into your diary and come along. Usual 11 am kickoff with lunch at 1230. Booking essential for lunch.

This will be the last report that I write as I am standing down as your coordinator. By the time you read this we will have had our AGM and a new coordinator and deputy coordinator will hopefully be in place. I am sure that they will take the club forward to everyone’s enjoyment and benefit.

I have enjoyed my role over the past years and would particular like to thank Sue Franklin very much indeed for her amazing work as deputy coordinator. Thank you too for your support - without you we would not have a club at all.

Kind regards and see you soon.
Claire

DEVON AREA WEBPAGE

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

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SOUTH WEST WALES

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

Our monthly N&N for November was held in the Sessile Oak Llanelli. This was our venue for quite a while but we move due to the quality of the food so I thought that after nearly two years we would try it again but I shouldn't have I'm afraid that the food was poor so we will not be going back. Apart from the food the evening was very enjoyable and well supported with thirteen of us which for the time of year was good.

Next was our Christmas meal on the 11th December and was in The Bridge Llangennech. We have been here on a number of occasions and the food and service has always been excellent and the Christmas meal was no different. We had twenty two booked in originally but due to family commitments and illness we had seventeen. It was a great evening and I think everyone enjoyed themselves. One of our regular supporters donated a box of chocolates so a big thank you Clive and Jill believe me they went down well, very well. Nick Cale coordinator for WW SOC came up for the evening and it was nice to catch up with him.

On 19th January we held our AGM at The Harvester Gowerton and our newest member attended so to Paul Jones a very warm welcome. The meeting started at 9.45 am and ended 11.30 am. Nominations were requested for coordinator and deputy coordinator but there were none forthcoming so Clive Perman and Anthony Foster were re-elected as coordinator and deputy coordinator respectively. There were 12 of us at the AGM and 4 cars two of which were from West Wales. We looked at Drive your Triumph Day, comments were made about how

early in the year it was. Discussion about \Drive it Day and where to go and a possible routes were suggested they were Llandrindod Wells another was Milford Haven Waterfront, a decision will be made on that. Also discussed were shows that we may possibly attend this year and a number highlighted. A definite list will be put out later.

Clive Perman

DIARY DATES

- ✔ N&N 19th February 2025
- ✔ Crank Up 5th March 2025
- ✔ N&N 19th March 2025
- ✔ N&N 16th April 2025
- ✔ Drive it Day 27th April 2025

Clive Perman

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CORNWALL

We had a really good AGM on Sunday 5th January and have put together the planned monthly trips for this year which are listed below.

In future I'll be putting the reviews of previous meets, plus all details around the future meetings, only in the email that is sent to all the Cornwall SOC members.

Therefore, in this Cornwall section it will just contain the outline of the future monthly meetings.

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

- ✔ March 2nd - Maritime Museum Falmouth
- ✔ April 6th - St Austell Brewery tour or lunch at Pier House hotel Charlestown PL25 3NJ
- ✔ May 4th - Pasty Run to Carleen Village Hall TR13 9QP
- ✔ June 1st - Bodmin Railway
- ✔ July 5/6 - Haynes Museum and RNAS Yeovilton weekend
- ✔ July 20th - Wadebridge Wheels
- ✔ August 3rd - Blissland Inn lunch at 12 noon and Bodmin Airfield or a moorland walk
- ✔ September 7th - Penmorvah Manor Hotel lunch and Glendurgan Gardens
- ✔ October 5th - Falmouth Boat trip or Heligan and Jamaica Inn
- ✔ November 2nd - Wheal Martyn Clay works museum PL26 8XG
- ✔ December 13th - Christmas dinner at Penmorvah Hotel
- ✔ January 4th 2026 - AGM 10.15 for a prompt 10.45 start
- ✔ February 8th 2026 - Trethorne Leisure Park lunch and bowling Launceston PL15 8QE

Mark Colton-Taylor

07900 982762 cornwall@stag.org.uk



WEST WALES

Our last event of 2024 for the West Wales area was our Christmas celebration get together, held jointly with the South West Wales area, and organised by SWW coordinator, Clive Perman. We had an excellent evening with delicious food at The Bridge, at Llangenech.

As we are all getting back into the usual routine of life after the Christmas and New Year holidays, we are also preparing for our January AGM, and to planning the various events and activities for the West Wales area for 2025. I'm sure that like me we will all be looking forward to some better weather as spring approaches, and to be able to get our Stags back out on the roads on a regular basis, and we hope to have some exciting and interesting drives, shows and events to look forward to in the coming season.

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

- ✔ Tues. 11th Feb. 7.30pm N&N Venue tbc
- ✔ Tues. 11th March 7.30pm N&N venue tbc

Nick Cale

Mobile: 07922 128717

Email: nicholas.cale@icloud.com

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

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

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

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

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

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



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Two frosty Stags enjoy the early morning sunrise at Great Yarmouth