



# STAG OWNERS CLUB

ISSUE 509    OCTOBER 2025



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**NORTH EAST REGIONAL DAY / MYRTLE RETURNS**  
**NATIONAL COMMITTEE MEMBERS / AGM DATE**  
**STAG ON WEDDING DUTY / SWISS GRAND TOUR**

# STAG OWNERS CLUB

## HONORARY POSITIONS

**President:** Steve Kiefer

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

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

## COMMITTEE MEMBERS



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## GENERAL CLUB INFORMATION

### Change of Address

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

### Subscription Rates

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

### Diary Entries

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

### MAGAZINE Copy Deadline

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

### Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

### Private and Trade Advertising

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

### Back Issues

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

### Technical Queries

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

### Area Co-ordinators

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

### 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](mailto:rh@ers.com)

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

### Data Protection Act

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

### WEBSITE

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



## EDITORIAL

**T**his month we are featuring the Silverstone festival which is going to be the last one of its kind.

It's going to be replaced by CarFest at the same date next year.

However, I've just heard from Silverstone that they are going to be doing the Silverstone Classic on the last weekend in July which should feature primarily classic car racing and classic car clubs so I think that's probably going to be the one for us.

If you want to see what went on at the last Silverstone Festival there are two one hour programs on ITV4, to view them you'll have to go onto ITVX and do a search for Silverstone.

The Stag Owners Club does feature in a quick walk-by by one of the presenters about halfway through program one.

Another reminder that our AGM will be on Sunday, the 30th of November at Gaydon motor Museum. So you've plenty of time to get in your votes for the awards and also if you wish to put anything on the agenda.

You may have noticed a theme with the cover photos this month, sunset on the front and moon rising on the back.

Again, some great pictures sent in by members.

The standard of photography throughout club members is increasing all the time, there are some very talented photographers out there. And don't forget that with our interactive version of the magazine we feature video as well so keep sending those in.

*Carl Fuss*

## ISSUE 509 OCTOBER 2025

**Front Cover:** The Forest of Bowland **Pic:** Charlotte Houlder

**Back Cover:** Stag under Jersey moonlight **Pic:** Alan Brown



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



# WANTED ... WANTED ...

## 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 position please contact the Club Secretary: [secretary@stag.org.uk](mailto:secretary@stag.org.uk)

## DIARY DATES 2025

- **NEC Classic Motor Show** 7th to the 9th November
- **AGM** This year's AGM 2025 will be held on Sunday 30th November at the British Motor Museum, Gaydon



## LETTERS TO THE EDITOR



Interesting article as always from Peter Robinson on "Know Your Stag #37" on cooling sensors, especially as Topgear commented on the "bizarre" change from 2 to just one in LH bank. That said is the head the best place to have the sensor?

Over my near 40 years experience, the one thing I've learnt is its not just the "middle of gauge" but how it reacts. I've had sensors from different suppliers, some barely read, others were in the red! I fitted a dual oil pressure/temp sensor to RH head with LH head on existing gauge, they more or less mirror each other but reacts far quicker and give more confidence on actual temperature – noticed the standard gauge is much slower to react to changes so damage could be done before it moves?

*Paul Shelley, Suffolk Area*

## FROM THE COMMITTEE

### THE CLASSIC MOTOR SHOW AT THE NEC

We're still looking for some members to volunteer to exhibit their cars at the NEC restoration show.  
If you think that could be you please contact Tony Lapworth.



### Thought for the Month

**Rupert Klaiber**

"Unlimited power in the hands of limited people always  
leads to cruelty."

*Aleksander Solzhenitsyn*



7-9 NOVEMBER | NEC, BIRMINGHAM



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the Stag Owners Club these  
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# MEET THE NATIONAL COMMITTEE

## GET TO KNOW MORE ABOUT US



The next SOC three committee members here to tell us more about themselves are Roger Kennedy, Peter Jones and Tony Lapworth.

### ROGER KENNEDY

#### COMMITTEE MEMBER

As the 'newby' to the committee I thought I had better follow suit of the other committee and give you something about me. I started driving at 19 and soon started competing in motor sport in Hill Climbs and auto tests moving onto circuit racing still in my modified Triumph Spitfire. It was not long before I wanted more out of racing and took a single seater course for Formula Ford and spent all my money on a season of racing in Formula Ford.

I found I could not afford to continue in Single seater racing but went onto club rallying with my friend and was lucky to have some success and progressed onto the *Motoring News* Ford Mexico championship in the early 70's and was please to get a few trophies finishing 12th overall in 1973. Marriage and family put my motor sport on hold and I thought it would be cheaper to go sailing as the wind is free How misguided I was. I took my RYA competent crew and skipper certificates and used to charter sailing yachts for holidays but my wife used to get sick so we started canal boat holidays and finally buying our own narrow boat. And still enjoy holidaying on the cut.

My professional career started as a toolmaker/draughtsman and joined British Leyland at Auto Body Dies Dunstable as a junior Draughtsman, drawing detail



drawings of body in white panels etc for the Rover P6, Range Rover, Triumph Spitfire/ GT6/TR7 and the Stag. With all the industrial unrest at Leyland I got out and into commercial and military design as a contract designer with companies like Sinclair, Pye, ITW, Marconi and BAE, gaining a lot of experience in Plastic Mouldings and assembly techniques. But soon the opportunity came to return to the auto industry with the facility to learn CAD, firstly working with Jaguar then Fords and finishing my working life at Nissan Technical Centre as the seating engineer on Juke, Quashqui, and Leaf models.

I have always had an Interest in cars ranging with over the 41 cars from an 850 Mini to the Nissan 350Z and of course the Stag which I am on my second having had it for 22 Years. I enjoy the fact I can do most mechanical and servicing on the car but finding old age is creeping up and the strength required to undo some bolts is starting to tell. I have loads of plans to do on the Stag and as a retired seating engineer I will one day get round to fitting new foams and cover to the seats. But first I need to finish the restoration of my Sinclair C5. Also I have a Lambretta model D awaiting Restoration.

Other interests are a love of photography, having gained ARPS at the Royal Photographic Society, and I also used to compete in photograph competitions and exhibit my photography.





## PETER JONES COMMITTEE MEMBER

**My name is Peter Jones, Deputy Coordinator for Suffolk and North Essex area, and Coordinator Liaison Officer, as well as being on the National Committee.**

I joined the Stag Owners Club some 20 years ago, and have had a number of cars, although sports cars were my first choice. I enjoy historic racing especially the 1960's and 1970's cars.

My first real interest in cars came about when my father brought a mark 2 Jaguar, in Golden Sand with a red leather interior. I really enjoyed going out in that car, and my father used to put it through it's paces. There were a lot less cars on the road then, so a quick run down the A127 to Southend was a real treat.

A good friend of the family, had a number of cars which I showed interest in. MG midget, GT6, and then he purchased a new TR6. British racing green. It sat in the garage waiting for the 1st August ready to go out on the road.

After going out with him, my interest in sports cars was cemented.

From then on I always wanted a TR6 and some 30 years ago I brought one and have had a lot of fun, going to events, shows, Le Mans, and Classic le Mans a number of times.

With 6 children going out in a sports car for the day presented problems. I would take the eldest one with me, and my wife Val, would follow on behind in the every day car with the other children. Eventually, we were left with two children at home, but the same problem arose, so I decided if I brought a Stag, they could come out with us.

They did for the first couple of years, and then became old enough to be left at home with some of the older children. Hence, how I acquired a stag.

I joined the Stag Owners Club, and found I had gained a new circle of friends, all with a common interest. The days out, runs and shows have been wonderful.

I use my stag as much as I can, even on cold days with the top down. I don't see the point in having a convertible to have the hood up, so I try to keep mine down for as long as I can. Indeed I remember arriving at an event, with top down, Val wrapped up like an Eskimo, when one of the other lady's asked if we had the heater on as well. Val replied, I didn't know it had a heater!

The stag is a completely different drive to the TR6, but

they are both enjoyable. The sound of the V8 burble is great.

The stag has been down to Classic Le Mans, which was very enjoyable, even in 40c temperatures. No Kenlow fan, just the standard fan. The comradery and friendship shown to classic owners is great. Don't be afraid to take your abroad and enjoy those open roads with a lot less traffic.

So why did I take on the role of Coordinator Liaison Officer? The position was vacant and I started to ask a few members of the committee what the role involved, and thought I could do that, I had more time available as I had retired after running our own business for nearly 40 years. If I couldn't do it, then at least I had ago.

After a year in position, I have enjoyed speaking to and emailing coordinators and deputies, and I hope I have been able to help them when required.

The National Committee role I volunteered for. The club had just gone through a hiatus with committee members resigning and a change of President. Numbers were required to keep the club functioning and running. I thought if I put my name forward along with the other new members it would give the club sufficient numbers to run the club. I have enjoyed my year on the committee working with the other committee members. I volunteered because I felt if you want something to continue you have to be prepared to join in and give something back.

All the committee members are unpaid volunteers unlike some other car clubs, and do the best they can for the members of the Stag Owners Club. I will continue to do so on your behalf.



TONY LAPWORTH COMMITTEE MEMBER

My profile? Now there's a challenge.

I started my working life, September 1967 as an apprentice at Dunlop Coventry in the days when we made things in the UK. Dunlop had 11,000 workers in Coventry. Now, when I say workers, I use that term lightly of course. Dunlop Coventry was spread over 3 main sites, Aviation Division for aircraft wheels and brakes, thermal de-icing and various other bits such as helicopter joysticks. The Wheel Division for car and lorry wheels and Suspension Division for the John Moulton designed Hydrolastic/ hydrogas suspension units for British Leyland cars. Also on site was the Air

Suspension division for buses and lorries.

After taking part in an IT project as a business representative I thought to myself, 'I could do what the IT guys were doing' and get paid a darn sight more for doing it. So, I did a computer science evening college course and got a job in the IT department. I was the oldest trainee in town at 33.

Programming wasn't a job to me, I loved it. Being paid quite well for doing something I loved, could only have been bettered if I could have been a professional footballer. There was one slight flaw in that aspiration, I wasn't quite good enough.

After falling out with a new boss I left Dunlop to join a Building Society.

That was somewhat daunting. Young family, a new business sector and a new programming language to learn. Loved it...best place to work ever. Leamington Building Society was just the best employer. We worked hard and played hard. The recession of 1991 saw the demise of Leamington BS and I had a couple of years working for Bradford and Bingley. Now the more observant of you will have noticed a trend, places I worked for seem to go under. It wasn't all down to me, honest.

Next was NatWest mortgage services and yes you've

guessed it, NatWest went under too when they were taken over by the Royal Bank of Scotland. I wonder whatever happened to them? I'd retired before

it all went belly up for RBS, in case you're wondering. When I retired in 2006, we bought a Stag, what a great decision that was.. I can't do anything by halves and quickly got involved with the club in a big way. I have been a committee member for 15 years or so, 6 of which as committee chairman, I am Warwicks/Leics co-ordinator and I help with the club's website. I also help with the club's show scene with our equipment storage and organisation of some of the big shows, like the NEC and Stoneleigh.

Over the years I have done a fair bit of voluntary work. I was a very keen member of the Boys Brigade and at 17 years old was our Company's Band Master. I ran an independent youth marching band for a few years in the '80s, 'Mercia Marching Brass' who were based in Coventry.

In my spare time now, yeah right, I am a keen cricketer and at 75 still manage a few games for my club where I am also Vice Chairman.

I am married (still) to Di and have two children, Rachel and Samuel. Rachel and the three grandchildren live next door and Samuel is still at home. We've changed the locks numerous times but the beggar still gets back in.

Anyway, that's me and I hope I've given you all a good night's sleep.



WELCOME NEW MEMBERS

Mr. K.Desforbes	Lincolnshire	Mr. T.Riley	Aberdeenshire	Mr. R.Lewis	Carmethenshire
Mr. P.Wooldridge	New Zealand	Mr. B.Williams	Avon	Mr. G.J.Jones	Buckinghamshire
Mr. G.Simioni	London	Mr. F.Watts	Berkshire	Mr. A.Pollard	Surrey
Mr. P.Harper	Cambridgeshire	Mr. M.H.Pluygers	Netherlands	Mr. L.Dunstone	W. Sussex
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Mr. J.Payne	Hampshire	Mr. M.Strange	Essex	Mr. D.Younger	Tyne & Wear



# MYR 431P 'MYRTLE'

## THE RESTORATION OF LOVE CONTINUES

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

### Wheels

(ROM 74.00.00) Being a Mk 2, my car had alloy wheels. The Repair Operations Manual (my 1977 version at least) only had steel wheels described, but the process is the same, just the torque setting differed. My wheels were a bit old, so I chose the best one to be my spare wheel and purchased a set of 4 new ones.

Multiple trips were made to the tyre shop, to swap tyres over. One tyre examined was found to be so old it didn't even have a modern date stamp on it! Modern tyres carry a 4-digit code, comprising the week number and year it was manufactured. (E.g. 1020 indicates the tyre was manufactured in the 10th week of 2020) If your tyres have a 3-digit code, they could well be over 25 years old and should be changed! It is recommended to change a tyre when it is 5/6 years old but must be replaced if the tread is less than 1.6mm deep (as it is then illegal!).

I was given some good advice at the tyre centre – WD40, on a cloth, removes the black 'goo' left on a wheel after having a tyre fitted! New black tyre nuts were also purchased, as was a locking wheel nut set. The locking wheel nuts came with shiny metal covers, so these were painted in black POR15 to match the other nuts. New metal centre discs also came with the new wheels, so a set of self-adhesive 'Stag' labels were purchased and attached. They looked really smart!

### Braking

This part of the restoration was probably the most safety aware part – as the saying goes 'If your car runs out of oil, it stops. If it runs out of brake fluid, it doesn't!'

The braking system comprised of:

- Pedal mechanism
- Brake servo & master cylinder
- PDWA & warning light
- Pipes, hoses, clips & 3-way connector
- Callipers & discs
- Handbrake

### Pedal mechanism

(ROM 70.35.01) The first stage in the braking process (after your foot), the brake pedal was part of a two pedal 'box' (together with the clutch pedal as mine was



a manual) attached to the driver's footwell by four bolts. Four studs from the brake servo came through from the engine bay and further held the pedal box in place. As the brake pedal was depressed, a rod from the servo (attached to the brake pedal below the fulcrum) was pushed forward thereby transferring power to the servo.

The pedal box was dismantled and cleaned. The box and the pedal itself were sandblasted and powder coated in black, then reassembled with new cotter and clevis pins, springs, bolts, washers and nuts. The cross shaft, which the pedal pivoted on, was cleaned thoroughly and replaced using new grease when the box was rebuilt. New pedal rubbers were also fitted. As the pedal was depressed, a switch behind the pedal was activated and the rear brake lights were lit. The switch was replaced as a matter of course.

### Brake servo & master cylinder

(ROM 70.50.01 & 70.30.08) The brake servo was the large lump attached to the offside engine bulkhead and had the master cylinder attached to the front of it. As explained above, the servo attached to the brake pedal and helped provide additional power to the braking effort. The system was dual circuit, meaning that two separate braking systems were employed – one for the front axle and one for the rear. The master cylinder had two compartments for holding brake fluid so, if a leak occurred, only one set of brakes would be affected and some braking would still be possible. After draining and dismantling, the brake servo was found to have hidden rust (possibly only surface, but let's not take risks!) so an exchange servo was purchased, together with a new master cylinder, vacuum hose (to connect to the inlet manifold via a metal pipe) and non-return valve (which fitted the vacuum hose to the servo). The metal pipe was cleaned and painted in black POR15 and refitted with new flat copper sealing washers on the banjo bolt that attached the pipe to the inlet manifold.



Old brake master cylinder and servo.

## PDWA & warning light

(ROM 70.15.36) The Pressure Differential Warning Actuator was bolted to the nearside engine bay. It was a small, odd-looking device with a long body, five brake pipes attached to it and an electrical connector on the side. It was basically a switch that told the driver that brake fluid pressure had dropped in one of the two braking circuits. Two pipes at the top went to the master cylinder, the bottom rear pipe went off the rear circuit and the front two pipes went off to the front circuit. Inside the long body was a shuttle, a free moving device that was kept in position by equal pressures from the two brake circuits. The shuttle was shaped in the middle, with the switch activator sitting in this dip. However, if one circuit failed, the pressure would drop on that side and the shuttle would move, pushing the switch activator up and making the electrical circuit, lighting the red warning light on the dash (underneath the offside air vent).

After disassembly, the PDWA body was cleaned with Autosol to bring it back to shiny and the shuttle was examined for wear but found to be good. A PDWA repair kit was purchased, which included all the seals required to rebuild (see ROM for cross-diagram of PDWA, shuttle and seals). The pressure switch was also examined but only required cleaning. Before refitting, the switch and warning light were tested by pressing the activator on the switch and found to be working. Once refitted and with no brake fluid present, the shuttle was not under pressure and was central, so the circuit was not complete and the warning light did not light. Upon bleeding the first of the wheels, however, the pressures became uneven, causing the shuttle to move, the circuit to be complete and the warning light to be lit. By careful bleeding of the other wheels, the pressures were equalised and the shuttle reset, turning off the warning light. So, all was good!

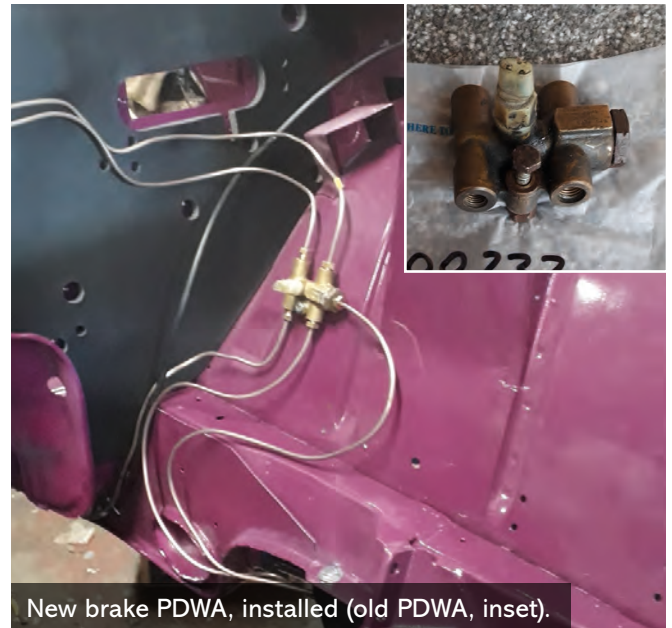
## Pipes, hoses, clips & 3-way connector

(ROM 70.20.02, 70.15.02 to 18 & 70.15.34) The copper brake pipes carried the brake fluid from the master cylinder to the PDWA. From there, pipes went to each of the front wheels and down the car (inside the propshaft tunnel) to a 3-way connector. The 3-way connector then split the pipe to connect to each of the rear wheels. At each of the four wheels, a flexible hose carried the brake fluid from the brake pipe to the (in my case) brake calliper. The 3-way connector was the only part not renewed, It was disconnected and cleaned with AutoSol back to shiny brass.

It was about now that things went a little awry! I thought that a Stag brake pipe kit, by Automec, would be a good idea as it contained all the brake pipes I needed, cut to length and pre-flared. New clips were also included, to attach the pipes to the bodywork. Sounded good, yes? Although the idea was good, there was no layout plan for how to fit the pipes through the car, so I followed a neat, logical path from the 3-way connector to the PDWA and came up about 2" too short! I then had to backtrack and re-seat the brake pipe, which did not look the neatest – thankfully it was all underneath, so not readily noticeable! It I was to do it again? I would definitely buy a long length of brake pipe and a flaring tool! Still, it worked. New hoses were also purchased and fitted.



Vacuum pipe banjo bolt.



New brake PDWA, installed (old PDWA, inset).



Brake 3-way, old.



Brake 3-way, new.



## Callipers & discs

(ROM 70.55.02) The Repair Operation Manual reference is for front brakes, as my vehicle had disc brakes throughout. The callipers and discs fell foul of the same enthusiastic trainee as the suspension, so I was left with four 'lumps' to deal with. First, the brake pads were gently pushed back, off the discs. Then the brake pipes/hoses were disconnected from the callipers and the callipers were unbolted and removed from the hubs. The discs could then be unbolted from the hub.

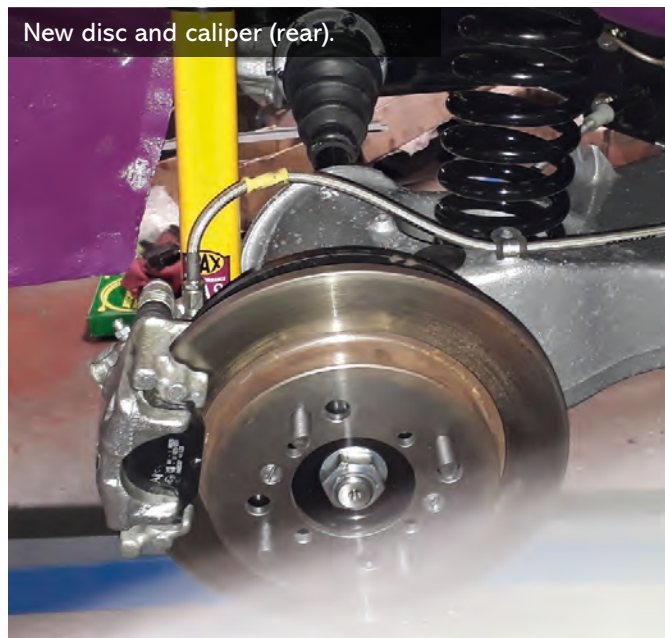
I did not have standard callipers or discs, so have not described the removal and refitting of them in detail. The pads and discs were in very good condition so were cleaned of any brake dust and put to one side whilst the suspension units were worked on. Lots of photographs were taken throughout to ensure ease of refitting, especially as I only had the manufacturer's fitting sheet to help me refit them. Everything was then tightened up to specified torque.

## Handbrake

(ROM 70.35.08 to 16) The handbrake had two parts – the part above the gearbox tunnel and the part below. The upper part comprised of the handbrake shaft & handle, the electric switch (which lit the handbrake warning light on the dash), the ratchet & pawl and the base (which attached to the body). The lower part comprised of a 'U' shaped yolk, attached to a straight rod which was then attached to the bottom of the handbrake shaft. A rubber boot covered the moving lower parts and was attached to the underside of the upper part before it was attached to the body.

The handbrake cable travelled around the yoke and down the body, through passageways in the trailing arms and onto each rear brake (calliper in my case). As the handbrake was raised, the yoke was pulled forward, activating the handbrake mechanism on each rear brake. A ratchet, acting on a pawl, held the handbrake in the 'on' position. Pressing the button on the top of the handle pushed a rod inside which released the pawl, thus releasing the ratchet and allowing the handbrake to be lowered to the 'off' position. A spring inside the handle ensured the button returned to its normal position, when released.

Once removed from the car, the handbrake was stripped down into individual parts and examined. The lower rubber boot had perished some time ago, allowing dirt and water to get to the moving parts. The bolts, nuts, washers & clevis pins were all replaced, as was the rather worn-out spring and lower boot cover. The handbrake shaft cover was replaced with a new leather one, as part of the leather interior trim set purchased for the car. The handle was replaced, but the new design wasn't to my liking, so the old handle was cleaned and restored using Simoniz Jet Black Trim Restorer. The shaft, yoke, extension bar and base were all sandblasted and powder coated in black. The switch was cleaned up and tested and a new lower boot cover was fitted. The cable and fitments for the rear callipers had all been replaced when the conversion was undertaken, so were all in good condition.





# NORTH EAST REGIONAL DAY

## NORTH EAST REGION VISITS WINDLESTONE HALL



**O**ur long anticipated Club visit to Windlestone Hall in County Durham took place in glorious sunshine on 17 August and it was a very special day because of the camaraderie, the effort made by so many members who came from all corners of the North East Region and we were the first ever classic car club visit to the Windlestone Estate.

Windlestone Hall, built in 1821, was for many years the seat of the Eden family; then following a number of years as a special school it fell derelict; it was rescued and is now privately owned by good friend Stephen Purvis who has, at considerable expense, restored much of the building to its original condition. The work is ongoing.

During WW2 the grounds served as a satellite PoW camp to the nearby Harperley Hall camp. Both German and Italian PoWs were camped in a range of temporary Nissen huts with red brick bases. The library was the room where the last Eden on the Estate, PM Anthony Eden, who was born at Windlestone, met ex-PM Winston Churchill in 1956... the meeting was secret but we know a few days later British forces were humiliated in the Suez Crisis and historians tend to agree Britain consequently lost its way on the foreign stage and never again regained world superpower

status... the PM Eden resigned shortly afterwards on health grounds... one can only wonder what was said in the cigar smoke filled library that evening! Stephen, whose amazing personal Royal Navy commendation for bravery in the 2nd Gulf War we saw in the study, made a stalwart effort to inform everyone about his Estate... he was continually bombarded with our questions none of which he ducked and we heard the shocking story of negligence surrounding previous attempts by the County Council to sell the Estate, with one buyer currently in prison for fraud.

We had told Mr Purvis to expect our usual 20-30 cars but when we arrived at our RV at the Eden Arms in Rushyford we counted a record breaking 56 classics! The heavy gate to the lawn in front of the Hall was opened by the Purvis family just in time for the arrival of our convoy.

This was the biggest SOC NE Regional meeting we can remember. We were supported by 11 members of the TR Register who displayed a TR3A, 3 TR5s, 4 TR6s, an MGA and a Vanden Plas Austin Princess. We also welcomed a guest without a classic but whose family has owned another historic private estate in Durham for 600 years; he enjoyed his day and we hope to





arrange a Club visit to his home in 2026! Meanwhile Stephen and his family made a huge effort to make us all welcome and drinks and homemade scones were consumed in the garden hall between thoroughly interesting guided tours of the rooms.

Our own Northumbria Area was represented by Roger & Sheila's brown Spitfire looking all shiny and new following their accident, repair and new front valance; Bob & June (keep the Stag Bob!), Malcolm & Jane awaiting bodywork, Keith, Kevin, Three Triumph Kevan in his GT6, Brian, Mansel & Carol, Chris & Diane with hood problems, Ian & Christine, Alan & Jean (who, with their remarkable late Vitesse, were conscious of another 'new' blue Vitesse interloper - see below), Alan & Sue, Les & photo guru Kamil), Jonathan, French blues Neil & Liz and Maurice & Stella; Kevin's white Spitfire with a rebuilt back end; and the very patient Dave&Debbie who again made a real effort even though both their Stag & E-Type are in the workshop; was boosted not only by the amazing friendly support of West Yorkshire Area members in 11 Stags who were easy company as usual (special thanks to Regional Coordinator Graham Falshaw, Wayne & David who circulated a rumour they are planning a foray to Ireland

in 2026!!); but also the incredible support from Mike & Brian of Durham & Cleveland Area who deserve a big thank you for bringing 15 (yes 15) members including new members Peter & Debbie Dodds along with Chris Hodgson's distinctive rare 1936 Triumph Vitesse Saloon which one can see standing boldly at the centre of the line up in front of the Hall. Thanks to Chris for bringing it out. Our high resolution drone photo captured the Doric colonnade and the mood of the visit; members who attended already have their print.

Stephen was visibly exhausted from guiding us around but nevertheless issued a very kind invitation for us to revisit Windlestone in the future to check on restoration progress! We subsequently presented him with a large framed copy of the above drone photograph to hang in his study. Thanks to so many members from all our NE Areas and friends in the TR Register for making this visit a great success - we hope members and guests enjoyed the huge display of Triumphs and the unique visit to an amazing private estate steeped in history.

There was a suggestion that we have a NE Regional event like this every year...

**Roland Tate**



# STAG SWISS GRAND TOUR



**A**fter a good night's sleep, and the usual continental breakfast, we loaded the car and set off again. This time we were to get across the Furka and then Grimsel passes. As we drove out of the town, we saw the same horse and carriage escorted by the van with flashing orange lights. The coachman and his helpers looked cold and damp despite the blankets and layers of traditional clothing. Nonetheless, they gave us a cheery wave as we headed for the Furka pass.

The cloud base had lifted a little, but we still had rain around. Whilst we headed on up, we came across a bright red Citroen 2 CV steadily determinedly making its way up.

The cloud base prevented again us from seeing the distant high mountain peaks. During our ascent we encountered some young people on what looked like short skis but with a roller at each end. Aided by long poles, they were powering their way up the pass. At a height of 2,300 metres this was mightily impressive. We were climbing the pass with 145 bhp at our disposal.

By about 11.00hrs it was coffee time and time to make the bladder comfortable. We stopped near what was the hotel Belvedere sitting conveniently next to the location of the Rhonegletscher glacier. This has receded over the years if you look at the pictures in the café. At one stage before the industrial revolution, the glacier looked as though it reached the bottom of the valley floor that led up into the Grimsel pass. And this was before China and India were in the game of carbon emissions, which suggests to me this whole business is a natural phenomenon that we can do diddly squat about. Replenished and relieved we drove on.

Susannah my wife had been adamant, before we left the UK, that she would not drive over any of the passes. However, she had decided that she should do the first hour and a half every day, because we always share the driving. So now, we headed up the Furka pass, with our views of the distant mountains, usually only visible from the pass, obscured by cloud. At the bottom of the Furka pass, in Gletsch, we changed drivers. Nonetheless it was a lovely experience looking back to the Furka pass opposite





as we wound our way across the Grimsel pass. The bends were less frequent though there were waterfalls in full flow thanks to the rainfall.

Coffee and hot chocolate tends to need release after use an hour or so on. We found a convenient place to stop with footpaths going up and down by the road, but with enough vegetation to allow some modesty. Looking down from our stop we saw what looked like a very long lake of bright light sulphur green. This was one of the Grimsel lakes that has been dammed up for hydro electricity generation. A hospice was visible on an island accessed by the narrow roadway over the dam wall. Being near midday, we decided to investigate and found the Grimsel Hospice. It turned out to be a most amazing hotel with wonderful dining. Apart from the food quality the engineers building a third dam was just mind blowing. There were tours of the works, but we felt we should move on.

The sun put in an appearance as we left the island and the dam complex. So the roof came down and we continued on down what was left of the Grimsel pass, heading on towards our next destination at Interlaken. We had probably driven 20 minutes when the sun hid behind more clouds and the rain came down again. So a quick stop, and up with the roof. We had become quite adept at getting the roof up or down as needed.

As we descended, we noticed there were a series of barriers which could be lowered in effect stopping traffic going up the passes. Presumably the higher barriers are raised as the first snow falls. But as soon as the snow falls to the next level, the next barrier is lowered until all the barriers are lowered. We stopped off briefly at Guttannen as the amazing valley of cascading waterfalls had reminded us that we too needed services. We drove on to Meiringen where by now we were enjoying the warmth of being lower. On this plain either side were the steep edges of rock worn away leaving magnificent waterfalls gushing either side of us. This called for fuel and of course Toblerone Ice Cream. What joy. In view of the uncertain weather, we continued our drive on towards Interlaken top up.

*Nigel Griffiths*

*Final part next month*



# KNOW YOUR STAG #3P

## CARBURETTORS

**E**veryone knows that the Stag has two Zenith Stromberg carburettors as standard. Some of you will know that they are CD175s but it is a little more complicated than that as different versions of the model were used at different times and the Federal and later Australian markets had a special emissions version fitted.

### The Background

The Zenith Carburettor Company Ltd. had been established as a maker of carburettors in the UK in 1912. They represented the British manufacturing arm of a French concern, also called Zenith. In 1935 they acquired the UK sales rights to Stromberg carburettors, a large American carburettor manufacturing company. Somehow or other during the fifties they became associated with the Solex carburettor concern and thus they covered almost all British carburettor manufacturing except for those made by SU.

Triumph had been using both Solex and SU carburettors but were irked that SU was owned by BMC, a competitor, and when the suspension maker, Alford & Alder of Hemel Hempstead, was purchased in the late fifties, the opportunity arose for Triumph to investigate the manufacture of their own carburettor range.

Quite how a suspension manufacturer was thought to be involved in carburettors I do not know but by some chance, Harry Webster came across a young engineer at A & A by the name of Dennis Barbet and he recognised a talent which could be better used. He arranged for equipment to be installed in Hemel Hempstead such that Barbet could investigate a better way of getting the fuel/air mix into a car engine.



*This is what we are talking about this month, a pair of CD175 carburettors.*

Ultimately, the results of these investigations were taken on by Zenith-Solex-Stromberg who took the project forward to manufacture and supplied the CD range to a number of car manufacturers through the sixties and seventies.

### How Do They Work ?

The particular Zenith Stromberg carburettors that we are interested are the 'CD' carburettors. CD stands for 'Constant Depression', where 'Depression' does not refer to any physical movement within the carburettor body but to the change in pressure across the jet gap. It is related to the term which you will all have heard when the weather man/woman talks about a 'depression coming in from the Atlantic' which means that a drop in atmospheric pressure is approaching, so keep an eye on your barometer. Hence, this style of carburettor is also referred to as a 'constant vacuum' carburettor.

Simply, whilst the engine is operating, a metering needle moves up and down in the jet passage of the carburettor such that the gap between needle and seating increases and decreases whilst the vacuum across the gap stays constant. This allows the fuel flow to be varied (same vacuum but bigger gap equals more fuel and visa versa) and the vacuum is maintained at its level by the rising and falling of the piston above the needle in response to any change in the inlet manifold vacuum.

The alternative is the fixed jet carburettor which operates on the basis that the gap remains the same but the pressure change over the gap changes and this draws more or less fuel through.

Whatever you may have read about or experienced with the Strombergs fitted to your Stag, they are actually very simple devices in relation to, say, the SU carburettors and work perfectly for years... until you tamper with them. If they are not working then there is something wrong with the internal bits. And beware, as one CD carburettor is not necessarily the same as another which has been manufactured for a different car. You may think that all Stromberg CD carburettors are the same but they are not. Each started off life with a brass tag screwed down on one corner screw securing the carburettor top and on this brass tag was stamped the internal Zenith specification number. There are many different specification numbers and each is different and there are different needle sizes in use for each so there you have two variables to start with.

As sure as Triumphs are better than MGs, if you try to mix and match, you will bring the wrath of the mighty Lord Gremlin upon yourself and he will sorely smite your pride and joy.





*Location of the brass tags on the carburettors. This one says '0396' and '3289R' which indicates that it is a CD2S from 1970-71 (see table below).*

### Which Ones Do Stag Use in the UK ?

The Stag uses a 175 carburettor which indicates that the diameter of the choke opening is 1.75 in. Smaller 125 and 150 Strombergs are fitted to other Triumph models.

As far as I am aware, all Strombergs used on Stag were technically 'CD2' models and you will find this cast into the top of the carburettor.

However, 'CD2's came in many different guises – basically the same body and main operational parts but with added 'extras' depending on the exact model (and also within the same model so beware).

I have just spent a day trying to find out what the difference between 'CD' and 'CD2' carburettors is and I am just about stumped. But why should this be important if they were all 'CD2's ? It is potentially important because the workshop manual quotes that both the 'CD' and the 'CD2' versions were used in Stag. Having boiled it down to possibly a difference in how the mixture strength is set, I have to admit possible defeat. It may be as simple as with one you can alter the mixture strength but you are not meant to (CD2), while in the other (CD), there is a deliberately variable mixture strength screw. As always, I am open to correction and education so if you know the real difference, please e-mail the answer. In the meantime, I will assume that all Stag carburettors are nominally classed as 'CD2'.

In all this, neither the parts catalogues nor the workshop manuals come out well as they confuse a number of issues – as does the Zenith website where there are many specifications listed for use in Stag,

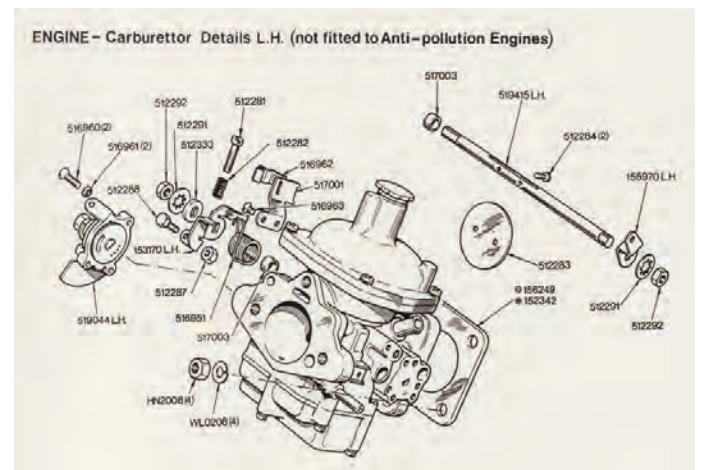
together with the years which they were in use – which do not tie up with either the parts catalogues or the workshop manuals.

I must admit that Messrs Rimmer come out well in their presentation of the information as they list the specification numbers and tie them up with Triumph part numbers. They are not 100% correct but the information can be considered with the parts catalogue information to arrive at a 'best estimate' situation of what went where and when. I will therefore quote to you my interpretation of the information that you will find in the Rimmers' web catalogue.

### What are the differences ?

Before I start on the detail, it may be an idea to touch on what the suffixes of the basic model numbers mean and I will just confirm that although I will be discussing single carburettors, they were fitted in pairs and were 'handed' within the pairs rather than different.

The S is easy as that means that the carburettor is fitted with a cold start valve.



*Page 02-24 from the 1974 parts catalogue depicting the LH carburettor. The RH is the same... but different.*

The cold start valve is the part 519044 on the extreme left of the diagram. This incorporates a rotating plate with a series of holes which provide different amounts of fuel for cold starting. As the choke is pushed back in by the driver, the plate presents increasingly smaller holes and the excess petrol supply to the jet is decreased. The non-S carburettors do not have this part and operate by having the choke operated by a bar which runs through the body of the carburettor and which lifts the piston to increase the fuel flow for starting.

Zenith Spec	RH Part No	LH Part No.	From Engine No.	To Engine No.	Year	Zenith Model
3289	311216	311217	LF 1	LF 2538	70-71	CD2S
3382	311968	311969	LF 2539	LF 23931	71-74	CD2SEV
3382	RKC 823	RKC 824	LF 23932	LF 40000	74-75	CD2SEV
3662	RKC 2925	RKC 2926	LF 40001	LF 42914	76	CD2SEV
3833	RKC 3253	RKC 3254	LF 42915	End	77	CDSEV

*I think that this table adequately summarises the carburettors which were fitted to UK Stags during production.*

As the early Stags (to LF 2538, just before the end of 1971 model year production) are designated as 175 CDS, this cold start valve is the only special feature included on the carburettors although they do incorporate a different float assembly in the float chamber (originally part no. 516977, superseded by 519406 until the end of production).



*The cold start valve (in the centre of the photo) on this rather crusty carburettor is held on by a simple screw either side and is operated by the choke cable bracket.*

All the later cars after LF 2538 (October 1971) were fitted with extra facilities to cope with a very simple emission control – hence the suffix 'EV' on all later carburettors. The 'E' add-on was a temperature compensator, which is a device which adjusts the performance of the carburettor to cater for differences in physical characteristics of the unit as the temperature of the body and components increases after start-up. The temperature compensator is the approx 3 in x 1 in white plastic 'bar' which is located on the side of each carburettor.



*The temperature compensator is the long, white plastic moulding on the side of the carburettor.*

The 'V' add-on was a float chamber vent and valve. Prior to this, all overflowed fuel and vapour from the top of the float chamber were routed into the back of the air cleaner. The valve and secondary vent spigot allowed for the fuel vapour produced during normal running to

continue to be routed to the air cleaner but when the engine was at idle or stopped, a second route was opened up through the vent spigot and into a pipe underneath the air cleaner, down the front of the engine and to the ground. In the USA, the route was different as this vent became part of the emission control system (see later in the article).



*This is the early 2S carburettor with the simple vent back to the air cleaner.*



*Whereas the 2SEV carburettors have a second vent pipe (to the left of the original pipe) which operates when the engine is stopped or idling.*

Neither the vent nor the valve is shown in the parts catalogue so it must be an integral part of that version of the carburettor body. It applied to all UK Stag engines after no. LF 2538 (October 1971).

#### Minor Changes During Production

The first change was that the thin vacuum pipe which operates the distributor advance mechanism was decreased in length from approx 21 in to 12 in. at engine number LF 1329 (approx July 1971).

The throttle stop was reshaped to operate the float chamber vent valve when the vent valve was introduced in June 1971 (part nos 519052 (early) and 520004 (late) and at the same time an idle mixture trimming screw was introduced (part no. 516975)





*The idle trimming screw is slap bang in the centre of this photo, next to the bottom of the temperature compensator.*

At some time before (or at) LF 20000, the float chamber plug was changed from part number 516979 to 520404. The gaskets between the carburettors and the inlet manifold pedestal were changed at LF 20000 (for the 1973 model year cars) from part no. 152342 to 156249 and a retaining screw was added (part no. 518653) to stop the needle from being easily withdrawn.

The diaphragm retaining ring was changed from part number 512277 to 520003 at the same time. Later, at LF 23931, the diaphragm was changed from part number 517004 to 520666 and the retaining ring was again changed to part no. RTC 164, while a second retaining ring (part no. 517117) was added at the same time.

The butterfly spindle was also changed from part number 516994 to 520423 at LF 23931 and the spring on the throttle stop was changed from part number 516851 to RTC 1277.

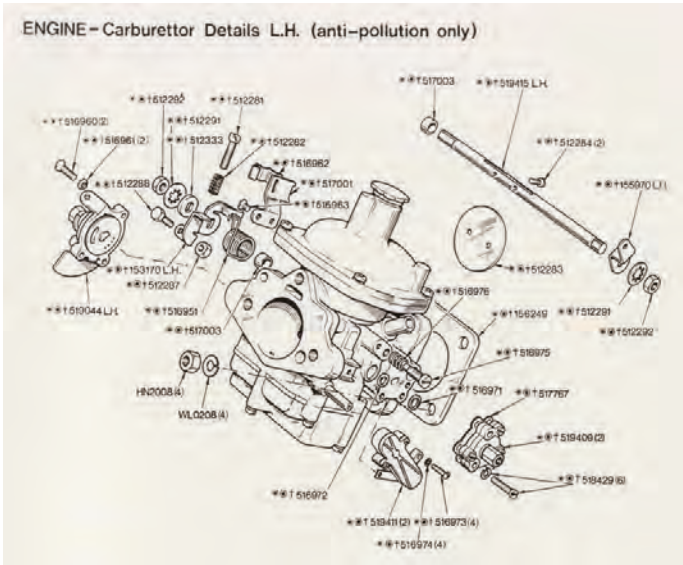
The last changes were made at the start of 1976 when the LH cold starting valve was changed from part number 519044 to AAU4546 but this could just have been a change of number rather than any design change as it was only the LH carburettor which was affected.

Also in 1976 a 'poppit valve' (or 'poppet valve', a spring loaded valve designed to reduce exhaust emissions on the overrun) was added to the inner face of the butterfly and the part number changed from 51283 to 608331.

### The USA Carburettors

From what I can gather, the USA carburettors follow the lead of those used in the UK with changes made at roughly the same times.

The USA carburettors were of the emission type from the first production cars onwards and all had the temperature compensator (part no. 519411) that the later UK cars had. This is the very bottom item on the diagram below.



*Page 02-27 from the 1974 parts catalogue depicting the LH USA carburettor. As with the UK carburettor, the RH is the same... but different.*

The USA carburettors differed from the UK ones in that they were all fitted with a throttle by-pass valve (part no. 510409) and the idle mixture trimming screw referred to above. The valve is to the right of the temperature compensator in the diagram above and its purpose is to admit a small amount of air when the throttle is closed quickly in order that the excess fuel mixture is burnt in the cylinder and not ejected to the exhaust where it will then burn/explode – this burning of excess fuel in the exhaust is what causes the popping sound in some cars when the driver takes their foot off the accelerator. The trimming screw is just above the bypass valve in the diagram above.

As with the UK Stags, the float chamber vent and valve was introduced at the end of 1971. Unlike the UK cars, these were connected to a carbon canister rather than allowed to vent to the floor.

The early USA carburettors differed from the UK ones in that until the 1973 model year the metering needle used was 519413 and not 519055 as was used in the later USA and all the UK carburettors throughout production. Part number 519413 equates to needle BIBF whereas part number equates to needle BIAQ.

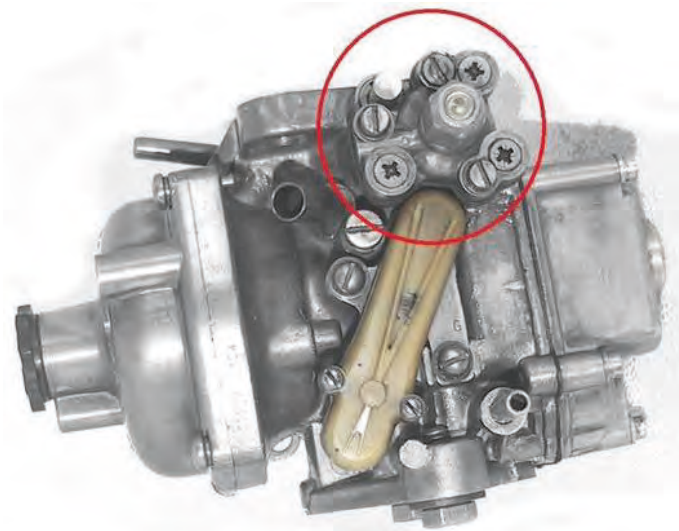
Zenith Spec	RH Part No	LH Part No.	From Engine No.	To Engine No.	Year	Zenith Model
3290	311218	311219	LE 1	LE 946 UE	70-71	CDSE
3425	311965	311966	LE 947 UE	LE 5000 E	71	CDSEV
3428	312209	312210	LE 5000	LE 20000	72	CDSEV
3509	313212	313213	LE 20000	End	73	CDSEV

*And I think that this table adequately summarises the carburettors which were fitted to USA Stags during production.*





*I am afraid that I do not have a pair of USA spec. carbs here but, when fitted, the bypass valve sits on the machined face with the two larger holes at the base of the temperature compensator.*



*Ah! Here's just what I was looking for.  
The bypass valve is circled in red*

#### Australia

In 1975 the Australian authorities thought that it was a good idea to introduce some emission controls for new cars and they basically adopted those in force in the USA during 1973. Stags destined for Australia during 1976 and 1977 were therefore fitted with the later type of carburettor and emission control systems (the carbon canisters and associated pipework) utilised in the USA.

#### Buckeye Triumphs

Whilst checking the Internet during this article, I came across a wonderful site for those interested in their mechanical bits & pieces. Although it is really for the TR range, the TR250 sold in the USA also uses CD175 carburettors and there are three articles on dismantling, overhaul and reassembly with wonderful photos throughout. So if you want to do the whole thing, have a look at <https://www.buckeyetriumphs.org/carburetors>

**Peter Robinson** © Peter Robinson 2025

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NOW IS THE TIME TO  
SEND IN YOUR NOMINATIONS

# NOTICE OF ANNUAL GENERAL MEETING

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

Will be held on Sunday 30th November at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ at 10.00 am. There is lunch provided at 2.00 pm followed by the co-ordinators meeting

- Forms for election to the 2026 National Committee are available from the Secretary. Nominations must be returned at least 28 days before the meeting.
- Any member wishing to place an item on the Agenda must notify the Secretary IN WRITING at least 21 days before the meeting. The agenda item should have a proposer and seconder.
- Copies of the Agenda will be available from the Secretary on request.
- Copies of the draft minutes of the last AGM and copies of the last published Club accounts are available on request from the Secretary.

## NOMINATIONS FOR AWARDS

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

The awards which the club presents at the AGM:

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

Nominations INCLUDING reasons for nominations to be with Tracey Cooke by 30th October – [secretary@stag.org.uk](mailto:secretary@stag.org.uk)

## ELECTION OF CLUB OFFICERS

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

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

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

## CO-ORDINATORS MEETING

**SUNDAY 30TH NOVEMBER 2025**

A meeting of all Co-ordinators (or area representatives) will be held on this day at 14.30 and finish at 16.30. After the AGM which starts at 10.00 am and then Lunch. More details to follow.

# SILVERSTONE FESTIVAL 2025

FRIDAY 22<sup>ND</sup> - SUNDAY 24<sup>TH</sup> AUGUST

**F**or once the weather was fantastic on August Bank Holiday. This made for a good turnout of 10-11 cars each day. Stag members all gathered to chat and share knowledge, including the new member from Australia. The atmosphere on the stand was great very relaxing and good company.

Big thank you to Roger & Lesley Phillips for bringing the Gazebo and kindly helping to set up the SOC stand for this event.

The TSSC & TR Clubs were next to us which made for a more interesting show, there were at least 60 Triumphs and many other car clubs to look at.

The cameras were there filming our stand with Ant Anstead stopping for a beer and a chat.

At the Car Auction my brother brought a Jaguar XKR – much to his surprise as he was not expecting to buy it with his low offer! Turns out it's a great car and he is very pleased with it.

Plenty for everyone to do with racing from early morning until 6.45 when the evening entertainment started. The stands were free we found an excellent viewing point to see most of the track. There were Tesla Drives, E-bikes, Scooters, Car simulator to drive the track, Fair rides, fitting wheels to F1 car, stalls and great food all made for a fantastic event. The museum is free so worth a visit, very interesting and informative! Next year there will be a large



Kart Track open yet another great option to try out.

Next year, CarFest is coming to Silverstone over the August bank holiday weekend, marking a new era. While 2025 was the last Silverstone Festival in its current form, there is a planned return of a Silverstone Classic event focused on classic car racing on the iconic Grand Prix circuit and classic car displays.

Stay tuned for updates on CarFest 2026 and the new Silverstone Classic event.

*Martin Mills*









# Silverstone



## ...MORE ON THE SILVERSTONE FESTIVAL

**T**his year I decided to take advantage of the camping and caravanning near to the circuit instead of travelling 35 miles each way every day. So, on Thursday, I put my folding push bike in the back seat of the Stag which my wife drove up to the camp site while I followed with the caravan and tow car.

Early on Friday morning I left to travel the two miles to the circuit with the push bike in the back arriving to find I was the first on the club allocated area, soon followed by Martin Mills and Roger and Lesley. I unload the folded bike and made my way to the wing to register for my media vest and sign in, enabling me to take part in my love of photography.

This year neither my son or grandson could come for the Friday, so with the assistance of my push bike I was able to get round to different locations and see the display of the grand prix cars from the past 75 years in the paddock behind the wing. On returning to the club stand for lunch I found another 8 stags lined up in the sunshine.

Having the caravan nearby meant there was no excuse not to stay and watch Natasha Beningfield on the stage in the evening and I joined Alan and Doreen Beets who I saw sitting on camping chairs not far from the stage. When Natasha came on stage everyone stood up making it difficult to see, so I joined them by standing for the performance. I decided to leave just before the end to miss the rush of everyone leaving, I left the Stag on the stand and cycled back to the caravan, I had forgotten how unfit I am or how old.

The next day I packed a lunch and drink and cycled back to the circuit and waited for my son and Grandson to arrive. This day I spent some time with the boys visiting both the National and International pits. The club stands

were split into two locations this year as a large area is now being taken up by the newly built go-kart track. A number of car clubs had moved to the grass area behind the International pits and Stowe corner. The boys were not up for staying for the evening performance of Craig David having seen him before, so I took the opportunity to catch the last race and then cycle back to prepare dinner.

Sunday again an early cycle ride to the circuit, spending time assisting in lining up the Stags on the stand before my son and grandson arrived. After watching some racing we caught the infill bus over to the international stand to watch the racing from the infill stand before club corner. I took advantage of my media vest and went track side to catch some photos of the cars exiting Stowe and going through the chicane before Club Corner. Afterwards the boys visited the cars in the auction while I went around the pits.

We returned to the club stand to find Ant Anstell talking to Martin Mills and members and enjoying a social drink as he and his band of media followers were visiting and reporting around the club stands. The evening was the highlight of the weekend (apart from being able to take photos trackside), starting with a Red Devils parachute display, unfolding a giant Union Jack flag which had been made specially for the Red Devils. This was followed by Ministry of Sound on the stage which I enjoyed so much I stayed to the end. Afterwards I said goodbye to my Son and Grandson and went wearily back to the caravan.

Overall, a great weekend and now we must wait to see what next year will bring as this event is being taken over by Chris Evans CarFest. Rumours are that a classic event may be reinstated but we will have to wait and see.

*Roger Kennedy*







# NORFOLK AREA PARTY 2026

IMPERIAL HOTEL, GREAT YARMOUTH

FRIDAY 9<sup>TH</sup> - SUNDAY 11<sup>TH</sup> JANUARY

Come and join us for an unforgettable weekend at our **legendary Norfolk Area Party** – the perfect way to kick off 2026 in style!

**FRIDAY NIGHT** Start the weekend off with a Gourmet Evening followed by fun & Games.

**SATURDAY NIGHT DINNER DANCE** Following Dinner join us for live music, laughs, and dancing as Nigel & Marty light up the night with fun and fantastic tunes from the 60s to the present day!

**Full weekend includes:**

2 nights' Bed & Full English Breakfast, Friday Gourmet Night, and Saturday Dinner Dance Just £350.00 per couple | £270.00 single

Just in for Saturday? Dinner Dance + B&B: £200 per couple | £155.00 single Dinner Dance only: £125 per couple | £62.50 single

**Saturday Night Charity Raffle** – Prize Donations welcomed with open arms!

For more information or to book visit Norfolk Area's page at [stag.org.uk](http://stag.org.uk) or email [norfolkparty@gmail.com](mailto:norfolkparty@gmail.com). Booking closes 8th Nov 2025.

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# NIGEL'S STAG ON WEDDING DUTY

## TO HAVE AND TO HOLD - THE KEYS TO MY STAG!

**M**y name is Mansel Wetherell and I am a SOC member in the North East of England.

On 12th July this year my niece got married. In the run up to the wedding she asked me if I could drive her to the church in my Stag, then walk her down the aisle. I obviously felt very honoured to be asked. After accepting, I was then asked if I would let her and her new hubby drive the car 30 miles to the reception on his farm, directly opposite Holy Island.

I am a generous man but I get a bit twitchy letting someone else walk my dog, never mind 'a youth' (he's 29) drive my pride and joy along farm tracks etc. Still, as we are not a large family and she is my favourite, and only, niece, I agreed to that too.

The wedding was fabulous and the weather couldn't have been better. The Stag ended up as the star of the show after the bride and everyone had a great time.

***Mansel Wetherell (30419)***





# THE CLUB STAG ARCHIVE

## The Triumph Story, Part 20 – Project Zobo

**B**y late 1957 the company was in a good place with a new bunch of leaders and having acquired some new manufacturing facilities to ease its reliance on outside concerns. The sports car range was ongoing and the large saloons were generally holding their own, as were the small saloons. But in the motor industry you need to continually be looking ahead and the new team were aware that they could not rest on any laurels for long.

### Project Names

Project names had always been in common use within the motor manufacturers but mostly these were simple letter/number combinations such as 'TS' for Triumph Sports (the TR project) and 'SC' for the Small Car project. It is rumoured that, in the fifties, when Harry Webster was asked what would be used for a particular new project he made some fatuous reference to a name beginning with 'Z' and when asked further about this he put his tongue in his cheek and proposed that all future projects would have four letter names beginning with 'Z'. Apparently he was highly surprised when he returned from lunch to find that someone had gone through the back pages of the dictionary, listing out all the proper words which could be used. But his 'joke' stuck and until the end of 1959 4-letter words beginning with 'Z' were allocated as project names. The names used were:

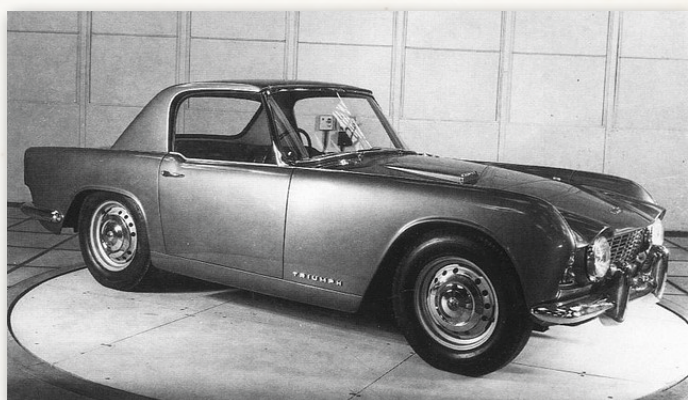
- Zarf** A Phase 3 Vanguard pick-up proposal.  
**Zany** The Atlas van project based on a forward control layout over a Standard 10 engine.  
**Zebu** The large car project to replace the Vanguard which was cancelled and re-emerged as 'Barb', the 2000 (more of that later).



*Project Xebu in the Canley Styling Studio.*

**Zero** A tractor project (yes, Standard Triumph looked into producing their own tractor in 1961).

**Zest** The ongoing TR4 project following on from the Zoom styling exercise.



*The first Michelotti idea for the Zest project in the styling studio during 1958.*

**Zeta** I am not quite sure what this project was as there are a couple of different explanations floating around. It obviously was not particularly important.

**Zobo** The small car project which emerged as the Herald.

**Zoco** The Herald van project which emerged as the Courier.

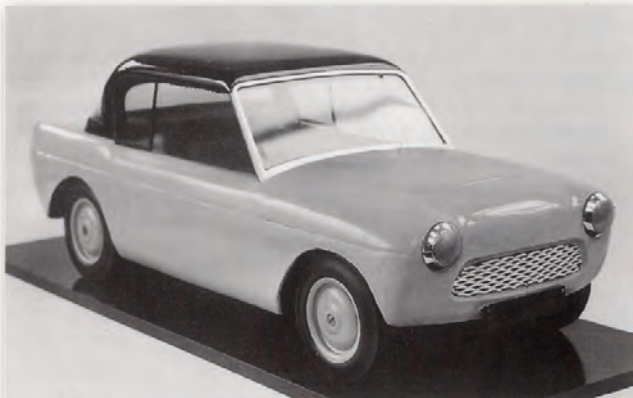
**Zoic** The Phase 3 Vanguard upgrade which emerged as the Vignale Vanguard (yes, 'zoic' is a word, look it up).

**Zoom** A TR replacement styling project which led to the Zest TR4 prototypes.

### Project Zobo

The search for a new small car had started in 1956 but it proved difficult for the team to find a suitable style using any current details from the existing Standard 8 / 10 monocoque designs and the problem of defining the new Zobo project dragged on until Harry Webster, in some frustration, and during a casual 'drop-in' while on holiday, asked Giovanni Michelotti what he would produce if given a free hand for a small car. While Webster sat in the Turin studio with Michelotti, together working on the exciting new design which would become the Herald, Webster's wife and daughter waited patiently in the car outside... for nine hours !





*The best that the factory could come up with when thinking about the new Small Car. It definitely needed a bit of Italian flair.*

Surely, everyone reading this knows that the Herald is a chassis based vehicle but this needs a little explaining.

Although it could be said that to draw back from a monocoque design (the Standard Eight and Ten and the Phase 3 Vanguard) was a backwards step, in 1957 Standard did not have all its manufacturing blocks in place and there was a potential problem with the manufacture of large numbers of monocoque bodies. Having thought about this Webster saw that a chassis based frame would enable substantial sub-sections to be made at existing or small size facilities and then finally assembled at Canley. The sectional design would also enable changes to body style to be made easily and cheaply and, as the company was expanding abroad, it would enable 'kits' to be easily sent out for local assembly where the chassis would act as a jig for final assembly.

Having arrived at a style for the car and a manufacturing plan with which he was happy, Webster pushed the idea through the board and ordered three prototype bodies from Michelotti – a saloon, a coupe and an estate car, the first of these, the coupe, being delivered on Christmas Eve 1957, just three months after the weekend in Turin during which the first sketch was made.



*The first Michelotti built Herald in the styling studio. A coupe given the commission number X608.*

The mechanical design was based around the SC engine originally designed for the Standard Eight, using the 948cc version utilised in the Pennant, along with the SC gearbox with the remote control as also seen on the Pennant.

Initially there were hydraulic drums all round but front discs became an option from late 1961. Rear suspension was via transverse leaf springs with telescopic dampers controlling the wheel movement, while the front had a new coil spring and wishbone suspension mounted to removable turrets bolted to the chassis. Impressively, the combination of the new suspension and the rack and pinion steering (used for the first time in a Standard/Triumph car) allowed for a 25 ft turning circle, a feature which stood the Herald apart from most of its contemporaries..

The development took place over 1958, during which time the company acquired the further body making facilities of Mulliners Ltd. and Forward Radiator Co. (see last month), as well as the Tile Hill factory within which to assemble and paint the bodies.

Production started in January 1959, initially with the coupe, the saloon joining them in March.

### A Bit of a Trip

During the fifties, various Coventry factories used a development test route of around 150 miles which crossed the Cotswolds at Birdlip, another route penetrated into Wales and many miles were done during any new project programme, with the cars going out overnight and the results being assessed and maybe acted on during the day.

For Zobo this was supplemented by an overseas trip from Cape Town to London. Although this had been done a few times before by other manufacturers, this would be the first time that a prototype car(s) would be doing the journey of nearly 14,000 miles of difficult driving.

A four car / eight man team led by John Lloyd (later to spend some time overseeing Stag development) was flown out to Cape Town and set off back on 8th October 1958. The 'car team' comprised two Zobo prototypes, a saloon (X624, registered WRW 404) and a coupe (X625, registered WRW 605), along with two service vehicles, a Pennant Companion (estate to you and I) registered WRW 819 and an Atlas van converted to a minibus and registered WRW 403. The 'man team' included key personnel from the Engineering Department together with a film cameraman. A press observer from *The Motor* magazine joined the team as it passed through Nigeria.



*The team in North Africa having already travelled over 8,000 miles. John Lloyd leans against the Atlas van. If you count one too many cars then that is because they had been joined by another vehicle at Kano.*



The team ran into all sorts of problems (including those of passing through a civil war zone and over the Sahara – eat your heart out you Grand Tour boys, you want to do something properly, ask ordinary Triumph engineers how to do it – and with only a 9 man team too) and solved them all, arriving in Coventry before Christmas after the most gruelling prototype car test ever run. Not only were the results able to be incorporated into the design before final release but the trip was captured in both words and film and used as wonderful publicity for the new car.

A book on the journey was published shortly after and if anyone is so inclined, it is available on the used book market but be prepared to pay well over £100 for a copy. Alternatively, the journey is covered in Graham Robson's book 'Triumph Herald and Vitesse – the Complete Story' and in The Motor editions of 29th April, 6th May and 13th May 1959.

### The Name

During 1958, some attention was given to what to call the new car, with 'Torch' being an early front runner. However, this was reassessed at an informal gathering of the company executives on Alick Dick's boat (Alick was a keen boat person) and the name 'Herald' chosen, partly because it was better than another alternative 'Trumpet' (Herald's blow trumpets, get it ?). It just so happened that Herald was the name of Alick's boat, and the name stuck.

### The Launch

For the world's press and distributor launch on 22nd April 1959, Standard-Triumph hired the Royal Albert Hall, where they wined and dined 1500 guests around a central deck of saloons and coupes. A dance band played, a whole troupe of showgirls high kicked themselves across the stage, a real live Lord addressed the room and they even hired Bob Monkhouse to provide additional entertainment, whilst a team of white overalled apprentices assembled a coupe from constituent parts in four minutes to a fully compered accompaniment, the car then being driven off by the compere and one of the glamorous showgirls, demonstrating the 25ft turning circle on the way out.



*The apprentice team build a coupe in 4 minutes at the Royal Albert Hall launch.*

All the early press reports were enthusiastic about this new Triumph with its forward thinking ideas all held together within an Italian designer shape, but it was not particularly cheap. It did, however, have the benefit of being launched at a time when the competition was not at its best – from BMC came the Morris Minor and the Austin A40 while Ford was still producing the 'much like a Standard Ensign' Anglia 100E. The Herald therefore had a short period while it captured its market before the Mini and the Anglia 105E were released and that levelled the playing field a bit.

### Early Life

Nobody who bought an early Herald would say that it was trouble free as they suffered from water leaks and general rattles but the build quality was gradually improved. Maybe the problems were a consequence of the way in which the body was built at Tile Hill using sections arriving from at least four different body building concerns. Body sections came in from Pressed Steel at Swindon, Forward Radiator Co and Joseph Sankey (later GKN Sankey) in Birmingham, Hall Engineering in Liverpool (see The Triumph Experience in Liverpool in the 2022 magazines) while the chassis frames also came in from Sankeys and, according to some, Carbodies on the Holyhead Road in Coventry were also involved.



*A whole row of Herald Coupes coming down the production line in the 'old' assembly hall in 1959. I don't know how it works but sideways was meant to occupy less space and allowed a quicker line speed.*

The bodies were assembled and painted at Tile Hill before being trucked to Canley, just over a mile down the road, for final assembly, initially in the assembly hall on the South side of the factory but from 1961 onwards in a brand new assembly building - about which I will elaborate in a later article.

### How it all Panned Out

It is truly amazing how a totally new car could be taken from drawing board to production in just 20 months. I do not personally rate the Herald as a quality car – mainly because it was not – but it carried out its function exactly, being continually uprated and adapted until May 1971



when the last ones rolled out of the Canley 'Rocket Range'. In all, production ended at 599,521 units – just under 50,000 a year.

As this story is for a one model car club (and that model is not the Herald) I will not dwell on each individual model change made to the range. However, during the 12 years of production the following models were released:

- 948 Coupe
- 948 Convertible
- 1200 Saloon
- 1200 Convertible
- Courier Van
- Vitesse 1600 Convertible
- 12/50 Saloon
- Vitesse 2-litre Convertible
- 13/60 Convertible
- 948 Saloon
- 948S Saloon
- 1200 Coupe
- 1200 Estate
- Vitesse 1600 Saloon
- Vitesse 2-litre Saloon
- 13/60 Saloon
- 13/60 Estate

Plus the various guises of the Bond Equipe, a GT version with a part fibreglass body, produced on the Herald chassis and running gear, with the blessing of Standard-Triumph.

Oh! And should we forget the German built Amphicar, which looked a bit like a Herald but the only part used was the 1197cc engine from the Herald 1200.

If you feel like further understanding the details of these models – either drop into your friendly neighbourhood car show and start chatting with owners (the preferred method and every car show has a Herald hidden in it somewhere) or borrow a copy of Graham Robson's (Yes, him again) book on the subject *Triumph Herald and Vitesse – The Complete Story* as it covers all aspects of the Herald range very well.

### Continuing the Sporting Theme

I will always try to tell you about the 'sporting' uses of each model as it is so important to how Triumph saw its purpose in life. In the case of the Herald, its run started with a first in class in the 1959 Alpine Rally, a Manufacturer's Team second (behind 3 TR3As) in the 1959 RAC Rally, first in class in the 1960 Tulip Rally and first overall in the 1961 Tulip Rally.



*The sporty version of the Herald was named the Vitesse (a name resurrected from the thirties). The Vitesse all received the 6-cylinder version of the Small Car engine - starting at 1600cc it finished up as a 2 litre. Three of the smaller engine cars started and finished the Monte Carlo Rally in 1963 but all ended up well down the field.*

In other events (including a number of 'Montes') the cars performed creditably but the other manufacturers had improved their cars and the Rapiers, Minis and Lotus Cortinas were coming on-song by 1963, effectively ousting the Herald based cars from the final positions.

### ... And in The USA

Foreign saloon imports into the States have never fared particularly well – the VW Beetle being the exception that proves the rule. Both the standard Heralds and the Vitesse were marketed there but the 'fun' of the cars – particularly that of the Vitesse convertibles – got lost in their relatively high price such that larger and faster US made cars could be had for less money and the Heralds and Vitesse did not seem like good value.

### Bomb – The Sporting Zobo

Even before the new small car had been committed to paper, there were thoughts on how it could be utilised to provide a smaller sporty car to sit under the TRs which were selling well in The States. This niche was soon to be claimed for BMC by the Sprite but Triumph always saw the potential and pursued the idea when time allowed.

Two adapted chassis (based on the Herald but much more of a 'backbone' arrangement and with no common components) were laid down in early 1960, one being made up for testing with uprated Herald running gear and a shortened coupe body (numbered X661) and another with running gear and suspension (numbered X659). The later rolling chassis was sent to Turin where Michelotti was to build the body as previously modelled and discussed with Harry Webster during his regular visits to Turin.

Delivered back to Canley in the Autumn of 1960, the project sat in a corner of the workshop under a dust sheet as, by then, a deteriorating financial situation had meant that everything that cost money was being severely questioned.

And there it sat while the UK ran through a period of recession with a three day week being introduced during Winter 1960/61 – and just at a time when Standard-Triumph were completing their late fifties expansion and were relatively cash poor.



*The Bomb prototype – a pretty car but held back while Triumph sought an investment plan.*

Next month we will take a last look at the excesses and achievements of the late fifties – a period which set up the blueprint for the achievements of the sixties and for which all they needed was some more cash.



# OUT & ABOUT

## E A S T E R N

**Regional Co-ordinator:**

**Roger Kennedy** [rogkennedy44@aol.com](mailto:rogkennedy44@aol.com)

**Mobile: 07816 271237**

### BEDFORDSHIRE & NORTHANTS

I have been thinking how many of you visit the areas web page on the club's website. Russell looks after any additions to our web site and is always looking for items of interest to add, plus pictures of your cars. This part of the club's web site is open to anyone interested in joining or already a member and is a good advertising medium for the club and the area. We have had a number of new members this past year or two and it would be good to have some pictures of your car put up on our web page, so please let me or Russell have those pictures and a little about the car as well.

#### **Natter and Noggin**

I could not make the Natter and Noggin in August as I took the opportunity to take my caravan to Silverstone on the day to be ready for the festival starting on the Friday. I do understand a few attended but not had any report on the number of Stags in the car park or points of discussion. As I write the article I can say I will not be at the September Natter and Noggin as I will be on holiday. It would be great if I could have a deputy Co-ordinator to assist in being able to hold the area together when I can't make the evening. Therefore I will be looking for volunteers when we have our general election of area officers in February,

All Natter and Noggins will be at Red Lion Elstow MK42 9XP 7:30pm onwards. You do not need to turn up in a Stag to join us, just be interested in a good chat.

#### **Events and car shows**

##### **Coffee and tea run 3rd August**

8 cars met in Woburn Car park for our drive across the mid Bedfordshire countryside to the tea rooms where we had made a reservation. The owner of the tea rooms had arranged for us to be able to park in the nearby village hall to avoid us having to park on the road. We were asked to sit in the garden on the tables reserved and the orders would be brought to us as the dogs were not allowed in the café. The weather was not at its kindest for sitting outside as it was overcast, cold and had occasional periods of rain. So many a member just had their order and left soon afterwards to avoid the rain.

##### **Stotfold Green 9th August**

This event is on a local village green and run by the pub opposite the green for charity with no entry cost, only donations. I arrived and joined the queue to get onto the green and sadly parked next to a brand new ford pick

up truck, but thankfully there were a lot of interesting old and vintage cars and motorbikes to view around the green. Later Peter and Cheryl arrived along with Poppy to add to the cars on the green. The event was planned for all afternoon and evening with entertainment in the pub garden going on until late but I decided to leave around tea time to go home for dinner.

##### **Flitwick Car Show 17th August**

I had pre booked a club area for 9 cars and helped the organiser marking out the field the night before. As I had volunteered to help marshal on the day I did not spend a lot of time with the area members as I was kept busy walking cars off the field that wished to leave early. But we did manage 6 cars on the stand. On my walks around I was interested in the young lad sat on his chair in front of Pete Halls car sketching. Looking at some of his work of cars on show he was very talented. See photo. The weather was hot and temperatures high making members



look for shade under the few trees around the edge of the park. This is becoming a very popular local event as it is held on the park in the middle of Flitwick, attracting over 800 cars cramped on the park field, village hall and the local school playing field

##### **Silverstone Festival 22/24th August**

I was the only one from the area to attend but see my report and photos elsewhere in the magazine

##### **Best of British at Shuttleworth 30th August**

Shuttleworth were holding a flying day of British air craft through the ages and requested owners of classic





British cars to join them and parade the cars and given pride of place parking in front of the hangers. Guy, Tracey Mo and I represented Triumph Stags along with MG's, Riley's, the collection of vintages cars from the Shuttleworth collection and motorbikes on a drive on the airfield. The weather was forecast rain with strong winds which restricted some of the planes for the flying display and the organizers were allowing the vehicles to leave early due to the forecast heavy rain. Although some cars left, Guy and ourselves stayed until 5 before we departed for home and made it before the rains started.

#### All Triumph Day at Shuttleworth 7th September

This event was my fourth visit to Shuttleworth events this year. We had agreed to meet up at the Green Man at Stanford before arriving together. It was good to see Martin and his wife Theresa from Birmingham. The weather was sunny and those arriving with the soft tops



up put them down for the short drive to Shuttleworth. We arrived just after the opening time of 10:00 am and after the organised individual picture of us in the car we were parked up on the front row in front of the hangers. We collected the pass for the Museum and Swiss garden pass from admin, which allows a further entry for another 30 days. This year they included a strip of raffle tickets. As most of us had been round the museum and Swiss garden before we arranged the chairs behind one of the cars and enjoyed a chat, a laugh and our picnics before the raffle draw at 2 o'clock. After the raffle draw it seemed as though this was the signal for everyone to start to leave, but true to tradition Beds and Northants sat down and watched the cars leave and were nearly the last to leave.

#### What's App Group

Rules:- No political or racist posts. No non related Stag posts, that includes copy and paste items form social

media. PLEASE Keep to the rules.

#### Bedfordshire Web Page

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

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

#### DIARY DATES

- ✦ October 16th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✦ November 20th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✦ December 18th Pre Xmas drinks RED LION Elstow Bedford MK42 9XP
- ✦ January 1st New years day Stony Stratford Milton Keynes

#### BEDFORDSHIRE AREA WEBPAGE

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

**Roger Kennedy**

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## NORFOLK

**S**t. Faiths Centre Vintage Day attracted 5 Stags carrying Steve B, Don & Jane, Peter & Jean, Chris & Sue plus Jan & I. Also some friends Graham & Wendy in their TR6 & Peter & Beryl in their Chevy Bel Air. We joined a field full of vintage vehicles ranging from a Fiat 500 to mighty Yank tanks, an Escort van to Aston Martin Vantage & tractors to motor bikes. Our area was slightly down-wind of the stationary engines display, close to kids' bouncy castles & chilly in the overcast weather. However, it stayed dry all day & we showed SOC stoicism in flying the flag all day – impressed?

A highlight was a 30 minutes open-topped bus trip around country lanes north of Norwich. Yes, an old Bristol double-decker on narrow roads. We were empathizing with the driver as he laboriously double-de-clutched his way around the lanes. Jean had chosen the 'suicide-side' of the open-top deck i.e. the nearside. After being whipped in the face by various straying tree branches, we started to warn her as other marauding branches hove into view. So, she avoided hospitalization & we all had a hilariously enjoyable trip.

**Harleston & Waveney Festival** - Terry & Colleen flew our flag by attending in their Stag & also their beautiful Cobra. They won a 'Best in Show' Certificate for the Cobra which they built themselves 17 years ago – well done.

**Banningham Crown** – 20 of us & Stags carrying Steve B and Barry/Su, had some gorgeous food & a wonderfully social evening. All organised by Peter & Jean following a suggestion at a N&N for a mid-week meal night. You asked, we delivered & 20 enjoyed it thanks to P&J's organizational skills.

**September Noggin 'n' Natter** was another buzzing



*Terry Langham with his Best in Show Certificate for their Cobra (with their Stag beside it)*



social night with over 40 of us. Guests of Honour were Andrew & Jenny Elliot from Dereham. We were pleased we seem to compare favourably with your previous SOC Area experiences & look forward to welcoming you back soon. It was also great to see Mike & Sheila Grady from Mundesley as guests of Barry & Su. Interesting to know you still have your Stag & after tonight are considering rejoining us. Charles missed only 2 N&Ns but tonight found he has been sorely missed.

We reviewed numerous events attended in August including Steve B reporting on several around Yarmouth, Stu & Ross were at Stonham Barns & Alan & Doreen at Silverstone Festival.

We also discussed future plans which includes supporting 'Movember' from the October to November N&N in aid of Cancer Research UK – so come along clean shaven in October if you want to join us. Also, a Quiz Afternoon in November, our December N&N Christmas Meal, Norfolk Party in January & a Games Day in February.

Chris advises: Two days after our N&N, Kevin, Jan, Peter & Jean fired-up their Stags & headed to Scotland to undertake the NC500 i.e. 500 miles around the North Coast of Scotland – wow! Minimum 500 miles there, 500 NC trip & 500 back is likely to build to around 2,000 miles overall. When writing this (10th Sept.) they have just reached John o' Groats, heading anti-clockwise around the NC500 route having spent last night glamping in Shepherd's Huts! An inspiring adventure & we look forward to plenty of stories & photos on your return, well done folks you're setting us an outstanding example on using our Stags.

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 if you want to sample very good value food pre-meeting (no need to book).

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

Kevin Mellor (Co-ordinator) 07957 790764

Chris Liles (Deputy) 07885 253525

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

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

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

#### **NORFOLK AREA WEBPAGE**

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

**Kevin Mellor**

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Classics at the Bridge

## SUFFOLK & N.ESSEX

**A**ugust was another busy month with three shows on consecutive weekends.

Alder Valley Classic car Show was the first and this is the second year we have been to this one. It is a lovely little show organised by the church benefice and the refreshments were first rate so not much pressure on the cake tables here. It was yet another gloriously sunny day with music and 40s dancing. Ian had had a special T-shirt made saying "My Mate's Stag is Pink", yet another quip at the magenta man Barry. You should have worn it Ian!

With a very diverse display of classics to look round we had a super day out.

Stonham Barns was next and this ever popular show saw 17 Stags in the corner plot we were allocated (a tight squeeze but we all fitted in), making it our best attended this year. The showground was packed with cars of all types making an interesting day. Meanwhile back in the Gazebo the normal stack of cakes and bacon puffs were joined by a giant tub of sausage rolls which were lovely - well done Ian. It was good to see Derek and Julie who joined us as they were staying on site for a few days. Yet another fabulous day out.

Classics By The Bridge was the third in succession. This is the second year this show has been running, with the famous Bridge over the Orwell as a backdrop. We had a good turnout with 12 Stags and thankfully space for the gazebo as it was another hot, sunny day and the shade was very welcome. Sharing the site with the Suffolk Food Hall there was ample opportunity for a bit of retail therapy too.

September's N&N was very well attended with about 20 of us eating and there must have been 30 altogether making it a good evening. We welcomed new members Mark and Tarita who have just joined the club and got themselves 2 stags. I hope they enjoy their cars and the club. We look forward to seeing you both in the future.

We meet up on the 1st Wednesday of the month

from about 8pm (6:30 for a meal) at The George Pub, Hintlesham near Ipswich IP8 3NH. Please come and join us for a chat and a drink.

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

### DIARY DATES

- ♥ 1st October N&N The George. Hintlesham IP8 3NH
- ♥ 5th November N&N The George. Hintlesham IP8 3NH

### SUFFOLK AREA WEBPAGE

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

*Tim Hart*

**Mobile: 07749 895710    [suffolk@stag.org.uk](mailto:suffolk@stag.org.uk)**

## ESSEX

**P**leased to report that the Long Weekend went very well and for those of you who went, thank you for your kind words. Tops down and everyone behaved themselves, including the cars. Roads are amazing, not only flat but no pot holes. Weather was on our side compared to the week that followed. Good food and good company.

Last month will have been the Maldon Classic Car show and combining the Suffolk area at the time of writing this, 30 Stags booked. Report to follow.

This month will have or have had out traditional Night Run and kindly organised by Bob, thank you. Report to follow.

Pleased to advise that Christmas Raffle tickets are now on sale, the more that are sold, the better the prizes. Look out for Lorraine, there is no escaping. Thank you Lorraine.

This brings me onto the Christmas meal, awards and raffle, so by now you will have received an email for names and numbers.

I'm pleased to announce that Bob has very kindly offered to organise this years Night Run, details to follow



soon. Thank you Bob, very much appreciated.

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

- ✔ October 2nd – Club night, Old Windmill
- ✔ October 4th - Night Run
- ✔ November 6th – Club night, Old Windmill
- ✔ December 4th – Club night cancelled
- ✔ December 6th - Christmas meal, raffle and awards

*Andrew Smith*

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

## HERTFORDSHIRE & N. LONDON

**H**ello everyone and an apology first off for the lack of and then reduced size of reports for the last 2 months. This was a hiccup I think we're over now! Our September meeting saw us back at our new alternating venue, The Woodman Inn, near Welham Green. We had a great evening with just Phil Steele's Stag in the car park and ten members venturing out. The weather as I recall was a bit threatening, but Phil just didn't care! He drives his Stag regardless! A lesson to us all I think. We were also joined on the night by Chris Curtis, a Stag owner, up from Hampshire due to work commitments and looking to pass the evening with fellow Staggers! I hope we made you feel welcome Chris. The conversation touched many different topics as ever and I brought up the possibility of a Curry Night to schedule for sometime in October. This idea went down well with those present and I followed it up with a WhatsApp question to the area group, asking for a recommended venue and dates to avoid. As I write this, that's ongoing, but by the time you read this in the magazine, it should all be set. If you want to join us, it may still be possible, so please give me a ring.

At this point I would like to add my belated thanks and congratulations to Roger Kennedy and the Bedfordshire and Northants Area crew for hosting and running a brilliant National Weekend at Shuttleworth. The Hog Roast on Saturday night was really good and the setting with all

those preserved and cherished aircraft in the hangars was great to see. Plus a side benefit of being able to return to the venue within a month for a second look around the workshops and exhibits for free was an added bonus.

Finally, looking forward to upcoming events we have the National Classic Car Show at the NEC in November. It's a great show and always worth a visit. With so much to see, a full day is barely enough time to get round it. Friday is generally the least busy day, but more expensive than the weekend dates. As usual, I will be attending on Friday 7th, but if anybody else also wants tickets for that day let me know as we could then share the £2.75 Transaction Fee between us, (the more the merrier!). Also don't forget the club has arranged a £4 reduction per ticket this year! (Code elsewhere in the magazine.)

The other event we should start planning for is our Christmas Bash, traditionally held on the last Saturday in January (something to counter the January blues with?). Please let us know if you would like to attend and also feel free to suggest a venue. Maybe you know somewhere local to you in the Herts area that could provide a great setting for our meal? We normally get anywhere between 10 to 20 people for this event, so let me know our suggestion.

You are most welcome to join us at our meetings held on the first Thursday of each month, alternating between The Golden Eagle, Ashley Green and The Woodman Inn, Brookmans Park. Please contact me if you wish to be added to the area WhatsApp group to get the latest updates on our events, or simply to let us know you'll be joining us, so I can book a large enough table! See the diary below for what's coming up:

Peter Goodman

### DIARY DATES

- ✔ Thursday 2nd October – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ October TBC – Curry Night. Stay tuned to the WhatsApp group for updates on this location-wise. It will probably be a weeknight (Friday?).
- ✔ Thursday 6th November – H&NL monthly meet around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, but you don't have to eat.)
- ✔ Friday 7th November – Classic Car Show at the NEC, Birmingham. See above for details if you fancy joining us then.
- ✔ Thursday 4th December – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 8th January – H&NL monthly meet around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, but you don't have to eat.) Moved to 2nd Thursday for January only to avoid clash with New Year's Day!
- ✔ Saturday 31st January – H&NL Late Late Christmas Bash. Venue TBC. Mark it in your calendars!

*Peter Goodman*

**Mobile: 07957266173**

**Email: [goodman101.pg@gmail.com](mailto:goodman101.pg@gmail.com)**





## CAMBRIDGESHIRE

**O**ur good luck with sunshine has continued providing many more opportunities for top-down motoring.

The August Treasure Hunt outing had been planned by Ken and Jeanne Woods over many months. They did us proud with a very enjoyable scenic route through South Cambridgeshire. We were challenged to collect names of Pubs, dates of buildings, house names, wild flowers etc. etc. We were given clues, a route sheet and bonus items to collect. The mileage on each Stag was recorded, details were explained and each car set off individually with their exact time of departure. We had to be alert the whole time to ensure that nothing was missed. The challenge was to complete the journey, answer the clues and arrive at the Pike & Eel pub within the set time and distance. The scores were extremely close and the proud winners were Nick and Sharon Waller. I do hope they enjoyed the chocolates and wine for their efforts. (Picture: Meal at Pike & Eel)

The September Mystery Drive provided the last opportunity for our Area to journey together before winter starts to close in and our much treasured vehicles are put into hibernation. Meeting at the Garden Centre, Brampton, with the sun shining brightly, we gathered together in the Coffee Lounge for a good natter. Thank you to Rod Kennedy for organising a fabulous forty mile journey through quiet Cambridgeshire villages and eventually winding our way to The Pheasant, Great Chishill, the highest Pub in Cambridgeshire and rated as the 3rd best Sunday Lunch pub in the county.

Our next event on Wednesday 15th October is for another QuizNight at the Admiral Wells Pub, Holme, starting at 6.45pm. Once again our super Quizmaster

*Meal at Pike & Eel*



will be Jeff Boston who will be challenging us on multiple topics. I hope to see many of you there for what is always an entertaining evening.

### DIARY DATES

- ✔ Wednesday 15th October Quiz night and N&N at Admiral Wells Pub, Holme
- ✔ Sunday 23rd November Early Christmas N&N Get Together, The Elm, Abbots Ripton
- ✔ Wednesday 23rd January 2026 Annual General Meeting plus N&N TBA

**Cambridgeshire Team**  
**Chris Grove (Co-ordinator)** Mob: 07950 022200  
 Email: [chris.grove.stag@gmail.com](mailto:chris.grove.stag@gmail.com)  
**Rod Kennedy (Deputy)**  
**Sue Cheffins (Deputy)**



# OUT & ABOUT

## M I D L A N D S

Regional Co-ordinator:

James Scott [scottygsxr@gmail.com](mailto:scottygsxr@gmail.com)

Mob: 07970 206829

### NOTTS/DERBY

#### **S**ilverstone Festival

What a great weekend! My friend, Tracey and I stayed in an Airbnb in Wappenham, a small village about 3 miles away from the Silverstone Circuit. This made visiting each day very convenient. The weather was glorious.

On Friday we spent the day wandering around in the retail village, sampling various gins and cheeses on offer, visiting the Silverstone Museum and listening to Natasha Bedingfield in the evening.

Saturday was the day of the Road Tour. We set off along the winding, narrow minor roads to Stowe School, meeting many other Classic cars going the other way! Had we gone the wrong way, were we very late or was it just coincidence that where we were staying was on the Road Tour route? It was the latter! We arrived at the very grand Stowe School to collect our wrist bands for the parade lap the following day. It was a very impressive building and the format for the day was very well organised.

We were told not to follow another car as they maybe on a different route to ours. We hoped no-one would be following us as we had decided to go on our own



short road tour of 10 miles to the National Trust Stowe Gardens with spectacular landscapes and well preserved architectural buildings then on to the local pub for lunch at the Queens Head in Chackmore! We returned to Silverstone to watch more cars racing as well as the 1970/1980's cars doing a "slide slowly sideways" race in pairs in one of the smaller circuits. Later in the evening we had fun listening to the Craig David live show and admiring the hot air balloon glow at dusk.

Sunday was the highlight of the weekend - the parade lap around the circuit. It was awesome! I was both nervous and excited to set off. The rush of adrenaline as we started the drive around the circuit made me want to go faster and over take everyone! It felt like a long way round but I wanted to go again! My stag drove perfectly and it was just amazing to achieve a bucket list dream!

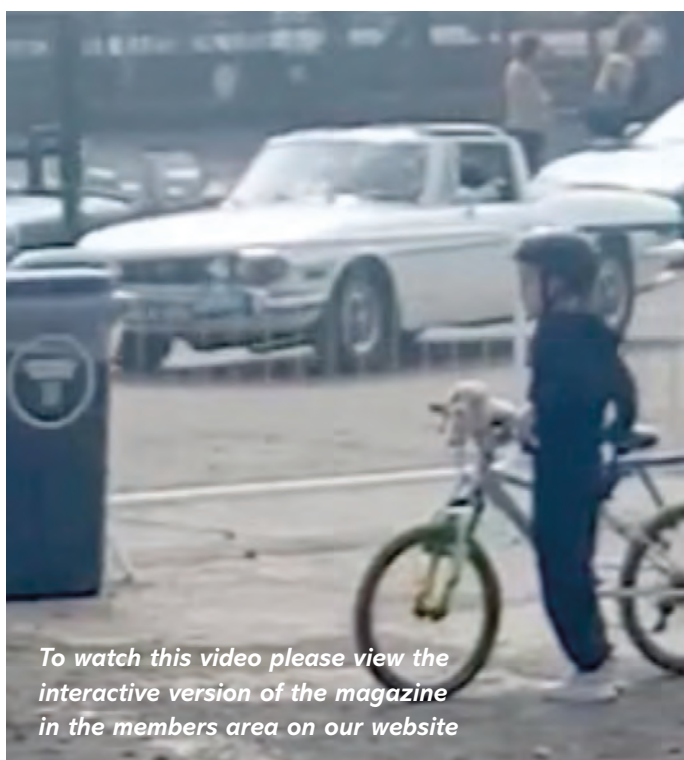
The videos attached capture the anticipation of the set off, the thrill of the drive around the circuit and the euphoria of completing the lap!

Nicky Fletcher

#### **Barlow Carnival**

As in previous years, this was an excellent day out, more classic cars than in past years, but a varied selection, including 3 Stags, mine, Lynne and Ian and Lesley. A very solid but genuinely very shabby and oiled Morris Minor got the most attention and the owner was kept talking most of the day.

The parade of floats was a high standard again, very noisy, cheerful, brightly decorated on various themes and big crowds lining the road, the amount of work that goes into them by the various groups such as the local young farmers, schools and the caravan club is incredible and they are what really make the day. Then of course there was the Barlow Red Barrows doing their display, both



*To watch this video please view the interactive version of the magazine in the members area on our website*



out on the road during the parade and in the arena. The weather wasn't great, but the turnout was huge, it was very busy all day and to me, one of the best days out in the area.

We finished the day by walking down to see the well dressing and in to the church to see the flowers displays, the theme being well known books, I think we guessed half of them right.

All in all, a great day out.

### **Gloucester Goes Retro**

Our trip to Gloucester Retro started at 07.15 Friday morning we met up with Di and Tony and headed to Morton in Marsh for a late breakfast which took two hours, then of to Snowhill Manor, a very interesting place, not so much a museum but a collection of things Charles Wade liked then a steady drive to the hotel.

Saturday morning another early start to get our place at the Retro, the cars in the shop centre streets are set out according to their age groups there is more cars on Quay these tend to be more of a mixture and there are several live bands playing all day and lot of people a good day.

Sunday we had a later start and we decided to head towards Bath and visit Durham Park another national trust.

Monday another early start of to see some plums at Pershore and lots of cars

As usual a good turn out of Stags from various areas and the weather was kind to us we rounded off our day at Pershore with fish and chips before heading home.

Dave and Margaret

### **Pershore Plum Festival**

This has always been a good event, which lasts all week, the classic cars being Sunday only. Around 30 Stags in total, with a few dotted around with other car clubs and 4 from our area including a member we haven't met before, so hopefully we will see him again at one of our meetings.

Having taken a photograph of the cars from the Abbey roof a few years ago, I decided to do it again and I still wasn't that keen on being up there. What you could see from that height was just how dry the area was, with very little green grass anywhere and also the sheer number of cars and different makes, from the 1920s to the early 2000s, custom cars, vans, numerous car clubs and a



variety of American cars of all ages were present.

The market on the main street was very busy, with every plum related item you could think of for sale. Plums were being sold everywhere, even off the backs of lorries, the dry weather certainly didn't seem to affect this years crops. The weather was very hot at times and in a marquee called the Family Hub they were giving away free water to people and dogs.

Local musicians were playing in the area where the food stalls were and like the rest of the area it was very busy.

The day ended with fish and chips for some, as we let the traffic die down a bit and the majority of cars had left, as the weather was so good, other areas of the Festival were still in full swing.

A great day out and we will be back next year.

Andrew

### **Triumph Day, Great British Car Journey**

Myself and Ian made a last minute decision to go to this event dependant on the weather, which in the morning was warm and sunny, so roof down. Most Triumph models were represented, with a few Stags, Dolomites, TRs, but I think the biggest number of any one model was the 2000 / 2500 saloons along with two Del Lines built Stag engined cars, Andy Roberts saloon and Alan Chatterton's estate. There was judging for those who wanted to take part, which we didn't. What the results were I don't know as we retreated to the café when it started raining, heavily for a short time.

We set off for home with the roof up, to find nearer home it was still dry and a neighbour asking why the hood was up!

The weather did cut the day short, with most people leaving early although some disappeared in to the museum for a look round, especially those who hadn't been before.

Andrew

### **New members**

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





questions or want any information. Phone calls, messages and emails are welcome.

#### WhatsApp Group

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

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

Our next meeting is on Wednesday 5th November

#### Events and Shows for 2025

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

#### DIARY DATES

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

Booking is direct with the organisers where contact details are supplied

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

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

- ♥ 7th – 9th November Lancaster Classic Motor Show NEC
- ♥ 30th November SOC Agm, British Motor Museum Gaydon
- ♥ 3rd December Area Christmas Fuddle

#### NOTTS / DERBY AREA WEBSITE

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

*Phil Gunn*

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

## WARWICKSHIRE / LEICESTERSHIRE

**W**hat a busy August! Every weekend something had us travelling out for days full of fun, Chatsworth Country Fair being the highlight.

I'm going to keep this short, as we're busy planning a late decision 3-week trip to Germany whilst Di's back is just about up to it (we hope). The German SOC's autumn weekend is up north at Cuxhaven and we've decided to go. A highlight of the weekend is a bare-footed guided tour of the river Elbe mudflats. My challenge is to get the wheelchair modified with skids and a motor.....small hovercraft fan motor should do I would think. Mind you, if I put a big one on, oh what fun would be had! Sadly, it looks like Di will be sat in a café whilst the rest of us have a mud bath, spoil sport!

Still booking hotels and ferry but I'm sure (hope) it will all come together.

2k got through MOT without too much trouble as

did the Stag. Desperately trying to find time to finish the GT6 wiring, but none available. There's always winter I suppose.

Keep smiling all.

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

Tony and Di

#### DIARY DATES

WARWICKSHIRE - every first Tuesday evening of the month, from 6:30pm, unless otherwise advised below. - - NOTE – NEW VENUE - The BULLS HEAD, 9 Coventry Road, Brinklow, CV23 ONE

LEICESTERSHIRE - Every third Tuesday evening of the month at THE CHARNWOOD ARMS, Beveridge Lane, Bardon Hill, Coalville, Leicestershire, LE67 1TB from 6:30pm, 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](mailto:dragonsnap192@outlook.com)

#### October 2025.

- ♥ Nothing planned YET! Watch out for emails/whatsapp.

#### WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

*Tony Lapworth*

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## WORCESTERSHIRE

**F**or our August N&N we like to go somewhere different, and The Fleece at Bretforton, near Evesham is very much a favourite. It is a 15th Century Inn and is owned by the National Trust. Parking is not easy, but the landlord allows us to park in the orchard. The food and service were excellent, the only slight problem was having to wait for the Morris Dancers to finish before we could get out!

A few of us went to the Air Ambulance open day at Strensham. As many will know this is one of our favoured charities and it was good to see, and chat with, the people





that make it all happen.

In the middle of August we had a BBQ at Roberts who very kindly supplied sausages and bread rolls for all of us. The rest of us provided the salads, drinks and desserts. The weather was marvellous, and as usual there was too much food. What is it with the Worcestershire area, mention food and everyone turns up.

I would like to say a big "Thank You", to one of Robert's friends, John, who manned the bbq all afternoon, and made life so easy for the rest of us. It was a great day, and Roberts garden is a perfect venue, we'll have to put it in the calendar for next year please Robert?

August bank holiday is another big date in the local calendar, it is the Pershore Plum Festival. There's lots going on in the town and a very well attended classic car show in the abbey grounds. Stags from all the local groups were there, I counted 35 which probably made it the largest display of any car club. And on the end of all the Stags was a very nice Mini, which looked a little out of place. It was owned by our very own Clive Tate, who was giving it a run out after a complete rebuild, so we decided it was OK to stay!

On the last day of the month, Karen, Doreen and myself went to a small show at The Fox and Hounds at Lulsley in aid of a brain cancer charity. There was an eclectic mix of cars, including American and modern classics, 30 cars altogether, but it was a great atmosphere with a food van and music.

#### DIARY DATES

- 🚗 2 Oct - N&N The Oak
- 🚗 17 - 19 Oct - Murder Mystery weekend
- 🚗 8 Nov - Saturday, Breakfast N&N, The Oak
- 🚗 5 Dec - Christmas Dinner, Crown & Sandys
- 🚗 10 Jan 2026 - Breakfast N&N/AGM, The Oak
- 🚗 Jan tbc - Quiz Night

#### WORCESTERSHIRE AREA WEBPAGE

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

*Paul Catterall*

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

## SOUTH BIRMINGHAM

### **N**oel's Notebook

One of the highlight events each year in our calendar is the Pershore Plum Festival that is held on August bank holiday Monday. This year was no exception. Now, we all know that August bank holidays are notorious for being washed out by rain and/or a significant drop in temperature. The Plum Festival in recent years has fortunately avoided both of these problems and did so again this year.

Seven of set off in convoy from Beacon Hill, Rubery and travelled down to Pershore to join up with about 48 other Stag owners and a multitude of other vehicles makes and models. There were Stags owners from Worcester, Leicestershire and Cotswold areas also present all enjoying the cars, the live music, the refreshments available and of course the plums. Truly a great day out.

Unfortunately, there was a serious accident on the M5 near the M5 and M42 junction that resulted in the motorway being closed in each direction for many hours and involved the deployment of the helicopter air ambulance service. Our thoughts are with those who were injured in the sad end to the bank holiday.

Photos from the event are on our website. Go to the events 2025 page.

Another excellent event was held at the Wythall Transport Museum that Brian, Phil and Gary attended. There were about 200 vehicles of various makes and models to see and chat with their owners. A very good local event that is held on a Sunday mornings. Their website gives details; dates etc.

At a very well attended N&N meeting on the 2nd September the 'ladies table committee' discussed dates for the Christmas Dinner. It had already been agreed that the dinner would be held at our usual meeting venue; The Fox Inn, Chaddesley Corbett. They settled on Friday 12th December. So a date for our diaries and well done ladies.

In other news Brian has decided to move house to be nearer to his sons who both live in the Bristol area. The move also offers him the opportunity to downsize to a bungalow which will be easier for him to manage. Brian has been an enthusiastic member of the South Birmingham





group since it inception 25 years ago. Always willing to help other members with advice and assistance. On a personal note since I joined the group Brian and I have become good friends attending events together and giving each other a helping hand when needed. I am sure that we will all wish him well in his move and that we can stay in touch into the future.

#### DIARY DATES

♥ October Sunday 12th Breakfast Club, Shelsley Walsh, WR6 6RP

#### SOUTH BIRMINGHAM AREA WEBPAGE

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

*James Scott*

*Mob: 07970 206829 scottygsxr@gmail.com*

#### SHROPSHIRE & SOUTH STAFFORDSHIRE

**H**i all, just a small article this month just got home from the monthly N&N which was absolutely buzzing with new members out numbering the original members I feel this is down to our area name change from the Black Country which didn't represent us geographically to Shropshire and South Staffordshire. I would like to thank Scotty and the committee for allowing us to do this I would just like to welcome all our new members and say how well they have fitted in. We now look forward to continuing to grow and enjoying our stags in great company

Regards Steve

*Steve Ellison*

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#### SOUTH CHESHIRE / NORTH STAFFORD

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# OUT & ABOUT

N O R T H   E A S T

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Tel: 01977 677733

## NORTH YORKSHIRE

**A**fter quite a long period of non activity I'm delighted to announce we are looking to re launch the North Yorkshire Area in October.

It is over 28 years since the area was last relaunched and I took on the role of Co Ordinator. We have had many good years with well attended events, even up towards 70 cars at the Newby Hall concours event. We've hosted monthly Sunday lunches and noggin and natters. Alas both Andy Mathers and myself entered the Covid era finding ourselves busier than ever in our own lives and could not sustain the level of input required to keep a busy area active under such constraints.

We are relaunching at the venue we last met at for Sunday Lunches. I will be confirming numbers close to the time with the venue, so need people to make contact either by email, text message, whatsapp or FB messenger. I've deliberately missed out telephone as regretfully my work environment means I am unable to carry the phone whilst there. We are hoping to see representatives from SOC national, our Regional Co Ordinator and members of the tooling fund SOCTFL so get those questions ready.

SUNDAY 12th OCTOBER

Watermill bar and grill

Carleton Miniott

YO7 4NJ

Meeting from 12:00 with a view to attacking the carvery between 12:30 & 13:00

The relaunch and its success depends very much on more people getting involved and helping with the organisation side of things, Andy and I simply cannot do it on our own. So please come with an open mind, every little bit of help will be appreciated and is likely to be key to the areas ongoing success in the future

Look forward to seeing you all soon

Andy Maughan

Area Co Ordinator

*Andy Maughan*

*Mobile: 07762 543920*

*Email: [asmaughan@ntlworld.com](mailto:asmaughan@ntlworld.com)*

## WEST YORKSHIRE

**T**his month began with our club's participation in the Lock Park Car Show, a prominent event held in one of Barnsley's historic parks. The show featured an impressive range of vehicles, from American muscle cars to British vintage models. Attendees enjoyed not only the automobiles but also additional attractions, including a brass band at the bandstand, a family-focused fun fair, and a tall tower offering panoramic views over the town and Yorkshire.

The Burley in Wharfedale Classic was, as always, well-organised. While several group members attended, a larger contingent joined Roland Tate on a visit to Windlestone Hall; Ian Leedham provides a full report below.

Our monthly activities continued with a visit to Fort Paull, a historical artillery emplacement established in 1541 under the directive of Henry VIII to defend the Humber and Hull. The fort has witnessed significant events, including damage during the siege of Hull in 1642, reconstruction during the Napoleonic Wars, later use as part of the Palmerston defences, and occupation by the Royal Artillery with 19 guns defending the river. During the Second World War, Fort Paull served as a munitions storage facility for merchant ships, with barracks converted into magazines for anti-aircraft operations. The site remains a valuable destination for those visiting the Hull area.

The Ripon Classic Car Show, organised by The Great British Motor Shows, did not meet expectations this year. According to feedback from attendees and past experience, the event lacked the anticipated variety of cars and stalls. Additionally, the high entry fees did not align





with the overall offering. For greater value and enjoyment, we recommend attending the earlier event at the same venue run by The Ripon Old Car Club.

Our final featured event is a first-time visit to the Langlands Garden Centre show in Shiptonthorpe near Market Weighton. As with many events we attend, this was a charity event—benefitting York Cancer and co-ordinated by The Rotary Club. With a capacity for 199 cars, some late entries were unfortunately unable to participate due to space limitations. Our club travelled to shows in convoy along scenic routes, setting up together with our club flag and engaging visitors in conversation about the Stag Marque, helping to dispel common misconceptions about the vehicle.

Finally, we participated in the De-lacy 19th Hole Car Run to acknowledge the ongoing support of the organisers for our group. This event, which we last attended five years ago, involved driving from Ferrybridge to Bridlington, with a refreshment stop at Allerthorpe before concluding at Bridlington Golf Club for lunch. It was an enjoyable outing, made even better by favourable weather that allowed us to travel with the roof down throughout the journey.

Wayne Day

We were invited to visit Windlestone Hall, in County Durham, and the West Yorkshire Stags decided to make a weekend of it. About 12 Stags from West and North Yorkshire travelled up on the Saturday with a visit to Kiplin Hall on the way. We stayed near Darlington and set off the following morning to join up with maybe half a dozen local Stags before setting off to Windlestone.



The Hall was the family seat of the Eden family (Ex Prime Minister) and was visited by Churchill several times for very important meetings. The family fell on hard times when the shallow coal mines that sustained it were exhausted. The Hall was sold and was eventually turned into a School run by the local authority. It fell into disrepair and was left to rot. The roof caved in, and thieves stole much of the stonework and fireplaces. The current owner saw the potential of the place within minutes of visiting and has set about the monumental task of rebuilding the Hall and Estate. He is rebuilding the Hall into a family home once again. He told us that the only thing holding the Hall up after the roof caved in were 150-year-old 3 x 2 timbers from wooden sailing ships. That's 3 feet x 2 feet!!

Well.... we turned up at the assembly point and WOW

the Classics kept on coming and coming and coming. I counted 37 plus Stags, 8 or 10 TR6's, 2 TR5's, a TR3, a Herald, Spitfires and a great looking Triumph Vitesse from the '30s. A wonderful gathering!

Ian Leedham

Wayne Day

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

## CLEVELAND & CO DURHAM

**R**oland did an amazing job of organising the visit to Windlestone Hall on Sunday August 17th. There is a dedicated report in the magazine to read and photos to see. Suffice to say it was brilliant to see the Eden Arms car park completely filled with Triumphs and their owners. We had two new members to meet for the first time, Bill and Vicky Twibill, and Andrew and Lynne Twedde, I hope you enjoyed your day and that we'll see you again in the future, though it has to be said that was an exceptional turnout.

At the end of the month, Brian arranged our meeting at the Three Horseshoes which was well attended, sixteen turning up for the usual mix of something to eat and lots of discussion on stags, events and more.

Now we are into October things have quietened down, however we will still carry on with our monthly meets which should include Christmas Fayre in December, so keep an eye on your emails for all the details. We do our best to vary the location, so if you have somewhere to suggest please let us know. Also, we do now have a WhatsApp group which Brian runs, so if you want to be included, get in touch on 07402 387171

Mike & Brian

Mike Reeve

Tel: 01642 710101 [michaelreeve121@btinternet.com](mailto:michaelreeve121@btinternet.com)

## NORTHUMBRIA

**W**e've been assisting new member Albert in his quest to find a nice brown Stag – we noticed one in maple on our website - hope there's one in your garage soon Albert!

There have been a couple of significant members' acquisitions recently; Jim now garages an almost concours 1968 Lotus Cortina and Les has renewed brake calipers, air con and cruise control on his 'new' 1983 4.2l Jaguar Sovereign. Both Jim & Les retain their Stags but are of course welcome to show off the new toys any time!

On 12 August nine members enjoyed a relaxing pint at The Twin Farms for a 'technical' N&N – where we met Dominic for the first time, examined his red Stag after his 18 months of hard graft and even offered some help in the car park to get his engine running more smoothly. It sounded great – if you fancy a spin to a coffee shop any





time Dominic that's what our WhatsApp Group is for.

Our flagship event of the year on 17 August was an extremely successful Regional affair with a record 56 cars, members joining us from Durham & Cleveland and West Yorkshire Areas, one member from Cumbria and some friends from the TR Register. See separate report.

Two small delegations of members' Triumphs revisited our wonderful hosts after our visits to Callaly Castle and Windlestone Hall bearing gifts. Both hosts were very pleased with the framed and mounted tokens of our appreciation and we would be welcome to revisit these private estates again I'm sure.

We've started using WhatsApp polls to improve communication; response rate from members is now pretty good ... thanks to those for taking a few moments to respond which helps with planning and feeding in your preferences whilst reducing notifications. Planning for next year is well underway and we hope soon to share some interesting plans for 2026. In particular we are hoping to

arrange an N&N 'technical' visit from SOCTFL next year not only to hear how it works but also for those of us with requirements or ideas to learn how we can help get a good project started. As always if you want to feed in your ideas please do.

#### DIARY DATES

4 October (Saturday) – last club drive of the year to Grade II listed 17th century hidden gem Walton Manor and gardens – open just for us for 90 minute visit – arrive 10.45hrs; sit and chat over refreshments at outside tables; enjoy a special tour of the gardens, designed by Gertrude Jekyll, by the Head Gardener. Interesting visit for partners, guests and anyone interested in gardens.

14 October – 19.00hrs N&N at The Twin Farms – problems with your Triumph ... offer advice... or just come for a drink and a chat.

Roland & Brian

*Roland Tate*

*rolandtatecf@gmail.com*

## LINCOLNSHIRE / HUMBERSIDE

#### New Co-ordinator

*Ian Butler*

*07849 141708*

*ianbutler@kingsmeaddesign.com*

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# OUT & ABOUT

## NORTH WEST

Regional Co-ordinator:

Jeff Booth [jeff.booth1@btinternet.com](mailto:jeff.booth1@btinternet.com)

Tel: 077 1000 1893

### MANCHESTER / NORTH CHESHIRE

**O**ur busy summer season continues, and a good turnout of members enjoyed the excellent weather for a social picnic in Vera's garden on 10th August. With additional assistance from Vera's home help and handyman team, Lisa and Jimmy, plus her own green fingered talents, the setting was beautifully presented. As usual, members chipped in with a lovely selection of cakes, scones and savoury items so we all made the most of the feast on offer and chatted the afternoon away. A smashing way for her to catch up with the group and hopefully will be repeated next year.



The Tatton Park show took place on 16th and 17th, now under the supervision of Nigel Cross. Once again, the weather continued to be favourable, so there was a significant turnout of visitors. We had guest appearances by two very smart E Type Jags on the stand, from members currently without Stags, one of which was awarded a trophy for "Best Convertible", which was a bonus! The other highlight for me, was the reappearance of Alan's lovely yellow Stag, brought along by Marie and her grandson Harry, who is enjoying the chance of driving the car. We had a reasonable attendance from members but did not manage to fill the allocated space with Stags on either day, so plans will be reviewed for next year. We had plenty of interest though, including a couple of new members stopping by seeking advice.

Another trip to Capesthorpe Hall on Sunday 24th rounded off the month and again gave the chance to meet another local new member, Steve Foley. I have since heard that he has bought a car and hopefully will see him out with it soon.

Our regular monthly meetings have now resumed and despite several apologies, we still had 15 members in attendance on 7th September. It was nice to see Mark Magowan for the first time in a while, and he confirms that his car is now roadworthy and back in use. I look forward to seeing it for real! I was hoping to have some firm suggestions for our post-Christmas night away in January, but there is still some more research required before the options can be put forward to everyone.

There are a few things scheduled for September which I



The Tatton Park Show



will report on next time, but it will be time to start winding down the year. Our October meeting is confirmed at Rixton as usual, but please note that in November we have a change of date and venue, as we will be going to Whitley Village Hall on 16th! I am unavailable on the 9th and no alternative dates were available at Rixton.

Please give me a shout if you need further information or have any suggestions to put forward

Regards, Nick

### DIARY DATES

- ✚ October Sunday 12th Meeting Rixton Community Hall 4.00pm
- ✚ November Sunday 16th Meeting Whitley Village Hall 4.00pm
- ✚ November Sunday 30th SOC National AGM at Gaydon

### MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

*Nick Rowland*

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

## NORTH LANCASHIRE

**H**i all

Only 6 people at our meeting last night but still had a good chat.

Not much to write about this month we were planning on a run out this month but it didn't happen. Phil went to the BVPG show at Stanley Park Blackpool and reported it as a good event with plenty of cars there.

On the 7th 3 Stags from North Lancs and 1 from West Lancs travelled to Blackpool we met up at Wrea Green to travel to the show so we could all park together, it was dry while we travelled and for the first hour but light rain started so the brollies went up (see attached picture) then around mid day the rain started in earnest so it was into the cars for shelter after discussion and the rain being forecast for the rest of the day we decide to call it a day. A pity as a lot of effort is put into putting on these shows by



the organisers.

We just have Victoria Park in Southport and the rotary club show in Elland this month then our show season will be finished for the year, the only event left for 2025 is our Area December Meal. The location and day are already set as the Ribchester Arms on the 7th December. More next month.

Our meetings are on the second Tuesday of each month at the Bay Horse on the A59 at Osbaldeston post code BB2 7HX around 20:00

Everyone welcome

### NORTH LANCASHIRE AREA WEBPAGE

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

*David Haughton*

*Tel: 01772601164 d\_haughton@btopenworld.com*

## NORTH WALES

**O**ur main event in August was the 2-day show at Tatton Park on 16/17th., We mustered 9 cars each day (Saturdays total included two S.O.C. members in E-type Jags!). This was a better attendance than some recent Tatton events, but far short of the 15 a day optimistically booked some months ago! The weather was sunny and hot, the trees at the rear of the pitch providing welcome shade. Members from North Wales, Manchester and South Cheshire/North Staffs attended, together with 2 coordinators.

At Capesthorpe Hall, on 24th, there were 4 Stags parked together, with another S.O.C. member only a short distance away. It was another dry sunny day.

The following day, Bank Holiday Monday, there were two Stags, two GT6s, a Spitfire, a TR7, an MGB, an MGC and an MX5 on the Borders stand at Prestatyn show, held in the (closed) High Street and main car park. The fine weather encouraged a large turnout of the public who showed lots of interest.

I missed the "last Thursday of the month" run-out and lunch, arranged by Stag members Tony and Alison, but I am told it was well-supported and enjoyable.

The September monthly meeting was again down on numbers due to several regulars having a mid-week break at the "Fat Lamb". Those present included 4 Stag Owners, although no Stags were in the car park due to showery weather. Among these was Barry Bartlett, the Secretary of the Caerwys show, who has recently acquired his first Stag.

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

*Nigel Cross*

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# OUT & ABOUT

## SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark [wos-stagclub@hotmail.com](mailto:wos-stagclub@hotmail.com)

Mob: 07939 928839

### NORTHERN IRELAND

#### **M**oynalty Steam Threshing Festival

It was hoods down for our outing to the Moynalty Steam Threshing Festival in Kells Co Meath on the 10 August. The weather forecast was predicting rain in the afternoon but it was a lovely warm day at the festival but it was hoods up when we were leaving for home. This was their 50th Anniversary, 1975-2025 and it did not disappoint, music all day to dance or listen to, enjoy an ice cream, wander around the many stalls view the many exhibits of vintage, classic cars and commercial vehicles, tractors, agricultural machinery, steam engines racing, old road making display. There was something for everyone. Due to health and car related

issues only three Stags made it to the event, two from Northern Ireland and one from Southern Ireland, looking forward to our next outing.

By Sean Lynam

Unfortunately due to illness and lack of availability the decision was taken to postpone our outing to Bangor Castle on Sunday 7th September. We will try again in May.

However, a couple of our members were able to attend another show on the same day in the beautiful setting of Lough Rynn in County Leitrim.

#### DIARY DATES

- Wednesday 15th October and Wednesday 19th November - Monthly Meetings in Ballymacbrennen Old School Hall, Saintfield Road, Lisburn at 8:00pm

David Seeds

Tel: 07958150828 [David.seeds@btinternet.com](mailto:David.seeds@btinternet.com)



*The beautiful Stags of SOC Members  
Peter Turbet and Sean Lynam*



*A Southern Ireland Stag also attended the show.*





## WEST OF SCOTLAND

**1** 7th August was our show at Biggar. This year it was the 50th anniversary of this show and was very well attended. We had a great turnout on the stand which was helped in the fact we had a lovely hot day. Despite all the trouble everyone has trying to contact the organiser, who does not respond to phone calls, emails or texts, the show was a great success.

Our final show for this year will be at Scone on the 13th and 14th of September.

We will be doing a run out before the dark nights draw in and the weather starts to get bad, we are open to suggestions as to where everyone would like to go.

Our meetings are still held on the first Tuesday of each month at the Redhurst Hotel, everyone is welcome to come along and see us.

*Willie Clark*

**Mob: 07939 928839 wos-stagclub@hotmail.com**

## GRAMPIAN

**T**hat's the end of another rally season for this area. It's been a mixed year for weather at our rallies, from scorching sun to heavy rain. However it's always great to meet up with like minded people and to make new friends. Unfortunately we have lost one of our local members, Les Angus who has gone to live in Australia. Good luck Les and I hope you find a Stag over there. Luckily he has sold his car to someone local who has now joined the club. We look forward to seeing you at some of our events.

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

The 3rd Wednesday of the month at 8pm. All welcome.

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

*Alan Sharpe*

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## EAST OF SCOTLAND

*John Lewthwaite*

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# OUT & ABOUT

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

### COTSWOLDS

**A**rea monthly meetings currently take the popular form of a 'last Saturday of the month' morning drive followed by lunch.

Details are circulated shortly before or available on request.

Here's a thought: If you have been keeping a nervous eye on the temperature gauge when out and about in glorious sunshine and thought "That's a bit higher than usual", I suspect that the reading is normal and in the cooler months it's actually a bit low...

We were spoiled for choice in August with both Gloucester Goes Retro and Pershore falling on the same

look and subsequent conversation. It seems there still people expressing an interest in certain older and simpler vehicles which is encouraging, although the enthusiasm for pre 1960s cars is waning. However, and looking on the positive side, I was pleased to see several 20 - 30 year olds driving and competing in a large local steam and vintage machinery rally.

Pershore, I am told, was once again well attended and saw a substantial gathering of Stags. Thank you to those who represented us.

Quite where the years went I do not know, but at our August meeting we celebrated the 20th anniversary of hosting SOC National Weekend at Prescott. Happily, many of those who made it happen are still active in the Area or at least still in contact, and having looked through the photos, the same applies to numerous members of the Club as a whole. What, I wonder, of the approximately 480 Stags which attended? Not least JFH 353K which I subsequently sold but probably should have kept... Notable apologies for absence came from Andy and Louisa and Paul and Clare, respectively enjoying their Stags in the south of France and Yorkshire.

As we continue to broaden our active membership but never see all involved at the same meeting, with thanks to Mark we have gone all modern with an on-line Concours d'Elegance based on photographs and car attendance criteria. All active members may vote, again depending upon attendance, but not of course for their own car. Hopefully this will move us away from the award being based upon 'Who hasn't received the shield recently?' with the winner now being decided by voting members rather than coordinators decision.

Congratulations to recent new members and Stag owners Peter and Pauline who are our 2025 Concours winners - well done!



weekend. Gloucester saw an interesting range of cars, and my classic Triumph bicycle, with Stags from near and far. Andrew Puddifer almost made pole position on The Cross and others were further out of the centre. Reg discovered that simply opening the bonnet encourages a closer





Rupert Klaiber [rupertk@hotmail.co.uk](mailto:rupertk@hotmail.co.uk)  
Mark Jackson [cotswolds@stag.org.uk](mailto:cotswolds@stag.org.uk)

## COTSWOLD AREA WEBPAGE

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

**Rupert Klaiber**

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## WILTSHIRE

**W**ell the Rain has cometh !!  
The next chapter in Wiltshire Stags go to Wales (a separate Report) occurred on probably the wettest weekend since March, but us gardeners are all glad to see the rain.

Having just returned from Wales, our numbers were somewhat limited for our September Natter and Noggin, and with our partners all deciding to do other things, it was men only.

Topics of conversation were John Goff's Stag, it had been in for an engine rebuild in our local Stag garage, but having got it all back together they had a slight coolant leak on one of the head bolts, so an investigation is underway. Nick Nichols Stag is still waiting attention at the same garage, his car is line to be looked at as soon as John's Stag departs the garage.

Some light entertainment was enjoyed by the six of us, we, or should I say the other five tried to answer the questions of my latest quiz, they all agreed that it was relatively easy, with John Garnett winning. No prizes, but I've sent a copy to Carl, so it may get published in a future magazine

Our August Natter & Noggin, although started at the Milk Churn, Melksham, ended at the Hare & Hounds Westonbirt. Eight Stags and two others, one a convertible Saab 99, and a LR Evoque, followed my Google maps produced instructions for the twenty or so miles and we all arrived,!! although we did have to drive through two of their car parks until we finally parked up, It was a great evening, a real social evening, and probably the best turn out of Stags this year.

Our meeting in September be at the Milkchurn SN12 6AD for a drink and a chat and a quiz

Details off all the our events and venues that we will be attending as Wiltshire SOC will be included in our online 2025 Diary <https://www.stag.org.uk/wiltshire-area-welcome-page/wiltshire-soc-diary-2025/> this can be found on the Wiltshire Web page on the main SOC web site

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

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

The Wiltshire Area SOC Club night, February – November is held on the First Tuesday of the month from 8pm, at the The MilkChurn Melksham 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**

**Tel: 01367 810569 [wiltshire@stag.org.uk](mailto:wiltshire@stag.org.uk)**

## THAMES VALLEY

**W**hat a wonderful month of sun August had been.  
We have three events this month to report on, the first was an event organised by the Kennet Valley Group of the TR Register to which an invite to us was kindly extended. Our group met up at 09.45 nr Theale and the three Stags had a lovely top down drive to Kintbury nr Hungerford to board our horse drawn narrowboat. We then spent a leisurely few hours cruising the canal before returning to Kintbury to collect the cars for the journey home.

Event two was organised by Rob and Caroline and was a trip to the Greenwood's Fire Engine Museum at Mimbridge nr Chobham. An eclectic mixture of cars meandered through the Surrey countryside to the venue which housed a collection of engines and equipment through the ages, all are beautifully restored and the



*Wiltshire Stags at Weobly Castle, Gower*





Swallowfield Country Show

knowledge on their history was immense, after our tour we moved next door to Longacres Garden Centre for an enjoyable lunch.

Lastly we attended the Swallowfield Country Show, a two day event over the bank holiday weekend. There was an impressive array of classic cars on show over the two days along with various displays, craft stalls, cuisine from every part of the globe along with general arts and crafts trade stands.

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

Any local events please apply for entry yourselves directly to the organisers. I will of course be available if anyone has any specific ideas or requires additional information.

#### DIARY DATES:

- ♥ Tuesday 12th October - Monthly N&N, Shire Horse, Littlewick Green.
- ♥ Tuesday 11th November - Monthly N&N, Shire Horse, Littlewick Green.

David Yapp

Mobile: 07970 059716 TVstags@hotmail.com

## SOLENT & NEW FOREST

**S**eptember's run started on a bright sunny Sunday morning, I know, it's almost becoming expected weather, isn't it? We met at the Alma Inn, Lower Upham, those arriving early partaking in their breakfast offerings, others arriving a little later, ready for the off. There were eight cars present, seven of them Stags, with the welcome return of Tony Denham, brought along by his daughter, Maxine.







Tony happily accepted Chix's kind offer for him and his grandson, to jump in with him as 'official navigator'.

Our trip saw us leave Upham and travel up to the edge of Salisbury Plain, before heading West where we stopped for a very pleasant coffee break at Gilberts nursery, near Sherfield English (don't you just love these village names?). I'm reliably informed that the cakes here are highly recommended by the membership.

Continuing on, we then travelled down through the New Forest, taking in the Bolderwood and Rhinefield Ornamental Drives, a new discovery for some of us, and

finally ended up at Exbury Gardens, near Beaulieu, where we had lunch, and some went on a tour of the gardens. A very nice time out, plus those dogs present got to have the best run around in the Forest!

#### DIARY DATES

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

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

#### SOLENT & NEW FOREST AREA WEBPAGE

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

*Ian Knight*

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## OXFORD

#### OXFORD AREA WEBSITE

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

*Richard Green*

**Tel: 07796 946078** [oxford@stag.org.uk](mailto:oxford@stag.org.uk)

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# OUT & ABOUT

## S O U T H E A S T

Regional Co-ordinator:

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Tel: 01689 854700 Mob 07979 962614

### SOUTH EAST LONDON

**I**t's a short article from me this month, I'm writing this on my mobile phone as I'm visiting my mum and don't have my computer. Her Golden Retriever – Rosie – is looking at me pleadingly with a toy in her mouth! She can be very persuasive. Either that or she wants a treat!

Slight change of topic from normal, one of our area members has had quite the anniversary. Paul Shepherd who has membership no 0042 and can be found amongst the new members in the SOC magazine No. 1 has owned his TR4 for 50 years! That is some time to own a car, so congratulations Paul from all of us. He owns an enviable collection of cars (and a few bikes I'm told), naturally including a Stag, but it is the TR4 that has been with him



for most of his adult life. He bought it as a present to himself when he finished training as a dental surgeon and is still with him to this day and is looking splendid. It has been restored once or twice during that time, but it has been kept mostly original, down to some small details and is a credit to him.

To mark this occasion fifteen (I think) of us took a run out down to Duddleswell Cafe in the Ashdown Forest for



a nice lunch. Once we'd managed to work out how to pay for the car park which could only be done by using one of those dreadful phone apps, we trooped inside for a lovely lunch, before heading home.

Chris Skinner

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### WEST SUSSEX

**W**e went to Leeds Castle for the Motors by the Mote event this year instead of our usual visit to Cranleigh which was on the same day. Three Stags met up at The Bolney Stage and set off on our way, the time schedule was tighter than I thought, but we made it on time. We met up with S.E.L. area where we set up the joint display on a well-disciplined site. We were later joined by the 'B' team although they were diverted to another area. The Castle was an interesting place to visit as it had quite a bit of history. There was a motor cycle stunt team in the centre of the exhibits and a band playing in the far corner.



Our trip to the Capel classic car show always goes down well and this year was no exception. We joined up with the Surrey area for this one and joined in the display. The stalls area kept many of us busy and relieved us of some cash and the car display was as good as ever.

Our visit to the Barns Green gathering was another fine day. This is organised by The Queens Head pub to raise money for charity, they even raffled a retro 50's MG. This show is also host to several local classics and you always see a lot of different cars that you do not see at the usual shows. There are a lot of new builds in the area and the field used for this show is ear marked for development and sadly this might be the last show unless another field can be found, but obviously it would be away from the pub.

We followed the next day to the annual Sadcase show in Storrington. The show was a complete sellout and it was a good time to catch up with old friends on another sunny day. There was an odd choice for 'Car of the Day' it was given to a bubble car when there was an immaculate 1929 Vauxhall Hurlingham on display, - a car that I had never heard of before. The 'B' team chose to go to the Hellingly and Bexhill 100 shows instead and by all accounts had an equally good time.

On our club night in September we discussed our Christmas Dinner venue as this has been a debatable subject over the last couple of years. The subject became slightly easier as the venue chosen by most members has been fully booked on our chosen date since August. We narrowed the other options down to The Red Lion in Ashington, where we have been before as it seemed to give the best value for money. The cost is £45 per head for 3 courses and it will take place on December 6 at 7.30pm. Valerie Kerrey has kindly offered to take the bookings again, so please get in touch with Philip or Valerie asap to confirm your places, together with a deposit of £10ph or payment in full by the end of October at [philipkerrey@sky.com](mailto:philipkerrey@sky.com).

For those who are going for the visit to Petworth House on October 5, we will meet at the Washington roundabout on the A24 at 10.00am for the drive to Petworth.

Bob

#### DIARY DATES

- ✔ October 5 Tour of Petworth House
- ✔ October 7 Club night at Tottington Manor
- ✔ November 2 Breakfast meeting in lieu of club night at Tottington Manor, numbers required please.
- ✔ December 6 Christmas Dinner at The Red Lion, Ashington from 7.30pm

#### WEST SUSSEX AREA WEBPAGE

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

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## EAST SUSSEX

**A**nd just like that – summer is over! However, it's been a great season and there's been lots going on across the region. The August Bank holiday had two key shows which are always popular with our group – the Hellingly Festival of Transport and the Bexhill 100 Classic Car Show. This year the sun shone for both days and a good time was had by all at these well established and well supported events.

Much as it's nice to keep up with these regular fixtures, a couple of members tried out a new show for us: Classics at Penshurst. They thoroughly enjoyed the day out and said there was an amazing collection of classic vehicles on view with a good selection of trade stalls and auto jumble etc. It's only in its second year, but we think this might one for our calendar in '26. Thanks for the tip off, Alison!

Meanwhile, there's lots to look forward to next year and plans are already shaping up for two trips 'abroad' (!) Arrangements are being finalised for a tour of Ireland in May and a repeat trip to the Brecon Beacons in Wales in August. There are vacancies on both these excursions. If anyone needs more information, please contact any of the committee members who have all the details.

Finally, it was nice to have an invite from the Kent area to join them on their September Stag Treasure Hunt. This is a fun day out starting and finishing at the Wishful Thinker in Maidstone. Many of our members were going to give this a go and if they haven't got completely lost in the wilds of Kent, a full report will feature in next month's issue!

#### DIARY DATES

- ✔ Autumn social evening meal: 1st October, Green Man at Ringmer
- ✔ Breakfast meeting: Saturday, 4th October
- ✔ Autumn Tints Run: Sunday, 26th October
- ✔ Breakfast meeting: Saturday, 15th November

Sandy Gent on behalf of Gary Mountford

#### EAST SUSSEX AREA WEBPAGE

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

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## KENT

**S**eptember's meeting was unusual as due to double booking caused by the pubs new online booking system, we held it in a smaller area of the bar but all 23 members managed to find seat and with 12 stags in the car park we were able to put on a good show.



Reports were given on recent shows attended, Tractorfest at Biddenden, Motors on the moat at Leeds Castle and Ayslesford priory.

Further information was given by David about the upcoming treasure hunt on 28th September, the new menu for this event is expected today and will be circulated to all, Choices of 2 courses must be made by 17th and the balance transferred to Howard please.

The Christmas Party kindly organised by Vicki has 16 booked in so far, there is still time to register, please email Vicki at [vicki@kinfest.co.uk](mailto:vicki@kinfest.co.uk) to join.

The holiday tour to Ireland was discussed with the popular choice being the 6 day 5 night Waterford, Killarney & the Ring of Kerry tour from Scenic Car Tours, a company we have used on several occasions always with excellent results and superb service. To view the details please head to

<https://www.sceniccartours.com/waterford-killarney>. We currently have 12 members that have expressed an interest, the date is yet to be confirmed but is likely to be towards the end of May 2026.

Please email me as soon as possible with any dates that you know now when you will not be available in May or June next year and we will try to pick dates that accommodate as many people as possible. We need to confirm the date as I am advised that hotels in Ireland get booked up very early.

David Wayte who looks after the national Facebook page for the club has his own YouTube channel called stag stuff, and on it you will find all sorts of interesting items and there is an interview with me in the show ring at Biddenden tractorfest if you wish to view it. (I haven't plucked up the courage to do so yet) Lets hope the weather stays dry and we can continue to use our stags for as long as possible, I look forward to seeing you at the next meeting

As always details of upcoming events can be found on the Kent area page of the main club website.

Derek Hewett

## KENT AREA WEBPAGE

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

Derek Hewett

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## SURREY

**A**ugust has been our busiest month with two shows a BBQ and our monthly meeting, the first was the biggest car show of the year at the Cranleigh show ground always a great show, we arrived early so we could get the gazebo up as it was going to be a very hot day. There was over a 1000 cars of all descriptions and a wonderful display of around 20 stags from the surrey area we had a great day with good friends. Many thanks o the Cranleigh Lions for all their hard work, we will be looking forward to next year.

The following Saturday was the Capel show again another one we look forward to, this time we were joined by Bob and the West Sussex group always good to catch up with friends from other areas. This show is a little smaller than Cranleigh with around 700 cars all lined up







in rows, we had 22 cars booked in for the show and they all turned up which was wonderful to see, as they are tight for space at Capel we have to have permission for the gazebo couldn't have done without it as again it was very hot, we had a brilliant day with good friends with many thanks to Sue for all the cakes.

On the Monday it was our monthly meeting another great turnout with people joining us that we met at the shows, hopefully joining the Stag group.

On the following Sunday of the bank holiday weekend, Keith and Caroline had invited all the members to their home for a BBQ it was another hot day so the gazebo was back up again, many of the members had made contributions of various salads, cheesecakes and all sorts of food that we all tucked into. we had members joining us that we hadn't seen for a while and a friend of Keith's that had only bought their first Stag two days before the BBQ

and will be joining the group. We must say a big thank you to Keith and Caroline for their hospitality and hard work for a wonderful day.

#### DIARY DATES

- ✔ 20th October meeting at the Fairmile from 7pm
- ✔ 8th November Bonfire night and BBQ with Keith & Caroline
- ✔ 17th November Meeting at the Fairmile from 7pm
- ✔ 23rd November Breakfast at Haskins Garden Centre
- ✔ 29th November Christmas Dinner at the Thatchers Hotel, East Horsley

#### SURREY AREA WEBPAGE

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

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06/12/23



# OUT & ABOUT

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

### SOUTH WALES

**A**s the summer draws to an end the number of events has started to reduce.

The evening drive on August 2nd was organised by Julian Hando and his report follows herewith.  
**Evening Drive**



For our August run, our destination was the Hall Inn, in the small Monmouthshire village of Gwehelog. A great turnout of ten Stags and an MG TF met at Cwmbran Boating Lake, to set off as usual. My route took us left out of the car park, for a change and consisted of a few more minor roads. On leaving Cwmbran we headed to Sebastapol and New Inn, before joining the A4042 Abergavenny Road.

My runs are infamous for the Observation Quiz at the pub, so passengers are now busy scribbling down possible answers, 'en route', for later. At Llanellen, we left the main road and headed North through the villages of Llanfoist, Govilon and Gilwern, before reaching Crickhowell. At Crickhowell we then drove South on the opposite side of the valley all the way into Abergavenny. From there we took the Clytha road, before reaching Raglan. Our route took us past numerous other pubs we have frequented as a group. Gwehelog is just 3 miles from Raglan, so we soon arrived at the Hall Inn.

The Hall Inn is very popular, so much so we struggled to squeeze our cars into the already full car park. An eleventh Stag met us there. There also were a few Morgans and an Austin Healey in the car park. It was surprisingly busy for a Tuesday night.

A long table was kept for us, but we had to move some extra chairs and tables to accommodate us all. To the quiz, everyone did well, including Ian and Linda, who met us at the pub! Winners were Richard and Sandra, for the 3rd year running, so well done to them. I think everyone enjoyed the evening - that's me done for another year.

Julian.

#### Gloucester Retro Show

Event attended by Andrew Puddifer was the Gloucester Retro Show on 23rd August.

Andrew took along his famous metallic green Stag which was once owned by Triumph's styling director David Bache. The cars are exhibited on the streets of Gloucester for folk to admire. John Glinn attended independently and said that in his opinion, Andrew's car was the best Stag on display.







## DEVON

**A**s you read this, Autumn will be well upon us but I am writing it on a glorious August day towards the end of a wonderful Summer. August is a month when many of us are away or, given our location, we are entertaining family and friends visiting for the Summer. For this reason, we don't organise big get-togethers, instead we keep you informed about what is going on around the county and leave you to self-organise – if you are not getting our Area updates by email, get in touch through the email below.

What a great job of self-organising you did and we have had some fine photos of Stags out and about in August, far too many to show them all but I will load as many as I can onto our Area page on the SOC website. To name just some of the shows you got to; The Chanters Carnival Classic, Christow Show, Chagford Show, Oakhampton Show, The Exmouth Classic Vehicle Show organised by the Morris Minor Owners Club Devon Branch and the Ford Anglia 105E Owners Club, The Bideford Festival of Transport, The Rover P4 Drivers' Guild Classic Car Show.



*The Chanters Carnival Classic*

Devon SOC were also honoured to be invited to provide vehicles to display in front of Buckfast Abbey for the Buckfast Summer Fair. David Taylor, Jean & Bill Kennedy, Rodney Mortimore and Si & Leah Mears provided the cars which did the marque proud in front of the fine old abbey.

Looking ahead, I hope that many of you have just taken part in the TSSC organised Tour of Devon, this is always a great run on quiet Devon roads reclaimed from our Summer visitors, I am so sorry to have missed this year's run and am looking forward to seeing the photos you take.

**On the 31st August we embarked on a run and Sunday Lunch.** Report by Ian Rogers.

Six Stags met at The Boating lake on a very mixed weather morning for our annual Sunday Lunch Run. Leaving here we proceeded via the historical world heritage site town of Blaenavon with its iron works and Big Pit. On over Llangindr moor to our first pit stop of The Old Barn Tearoom with china cups and fab cakes! On leaving here we proceeded past Ponsticll Reservoir, Brecon Mountain railway then on via the newly completed Heads of The Valley Road, 23 years in the making!! On to our next pit stop for lunch at The Woodlands tavern in LLanvair - Discoed, a community owned pub between Newport and Chepstow, where we had a superb 3 course lunch. We also celebrated Terry and Helen, on their 56th wedding anniversary, well done both!

The last evening run of the year was scheduled for September 2nd and organised by Myron Wain.

We all met at the Boating Lake in Cwmbran, 5 Stags, a P5 Rover 3500 and a modern, which, considering the weather was good. We had a scenic run through the roman towns of Caerleon and Caerwent and ended the evenings drive at the Waterloo pub in Nash just outside Newport which as per their promise had kept the kitchen available for food. All in all a very pleasant evening.

From here in the meets will be at 8pm at the Crows Nest, until our Summer starts again.

We welcome all Club members in the South Wales Area (and a good few from Bristol) or further afield. We keep inTouch by emails and WhatsApp. We meet on the first Tuesday of every month at 8.00 at the Crow's Nest Cwmbran. However, in the summer the time changes to 7.00 when we normally have an evening drive which ends up at a pub for light refreshments

### DIARY DATES

- 🚗 Tuesday September 2nd Evening Drive.
- 🚗 Saturday 20th September Rougemont Show
- 🚗 Saturday 28th September Cowbridge Show
- 🚗 Tuesday 7th October Noggin and Natter Crow's Nest

### SOUTH WALES AREA WEBPAGE

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

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We should also have had our first noggin and natter of the Autumn and hopefully we have more in the diary. This is a plea for you all to consider hosting a noggin & natter in your local hostelry, ideally one with a car park. It doesn't take much, just ask the landlord if we can have a reserved area, let Jean or myself know and we will let our members know. If you think that you can do this, let me know.

There are less shows in October as the season comes to an end, but the Devon Vintage Car Club Auto Jumble at the South Devon Railway in Buckfastleigh on Sunday 12th October is always worth a visit. Looking a little further ahead, I hope you are getting some practice in for our annual skittles match against TSSC and the Dolomite Club at the Waie Inn on Sunday 23rd November, followed by prizegiving and a Sunday roast.

Finally, and looking further ahead, it still not too late to book yourself onto the Tour of Brittany in June next year. If you don't have the details, let me know and I'll send them on.

### DEVON AREA WEBPAGE

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

**Peter Turgoose**

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who had gone for fuel. I decided to go back and look for Ken and meanwhile the others continued along their own mystery route. Somehow we all arrived at the mystery location which was King Alfred's Tower at Stourhead. Time was tight as it was about to close and we had 15 minutes to climb the 205 steps to the top of the 131ft tower, which a few of us did. After we left the Tower car park Ken led us past the lower entrance into Stourhead gardens which has a grand vista over the lake to the Pantheon and where visitors gather. This created quite an impact as 8 classic cars burred to a stop for a photo and soon the visitors started taking photos and videos and chatting to us. After all this excitement it was back to Ken & Liz's home for an excellent cream tea and cakes. Many thanks to Ken and Liz for organising another grand tour for us.

Pete and Rob went to the Henstridge Wings and Wheels event. Pete said it was another good event with a good mix of cars and planes and Navy Wings Swordfish, Harvard and Bulldog amongst the aircraft flying. There were a couple of other Stags there and he discovered they were from Devon and Surrey.

Mark had posted about a charity car meet at Hurds Hill in Langport on our WhatsApp group and a few had replied they were thinking of going. In the end four Stags arrived in glorious sunshine and we were able to wander around the mix of cars before the skies darkened and we decided to put the hoods up just in time for a heavy shower. As it was approaching time to leave, Mark & Debbie kindly offered coffee back at their place, which we gladly accepted.

## SOMERSET / DORSET

**A**lthough Ken has arranged a mystery drive for several years (the first was in 2010) he still manages to find somewhere different to visit and this year we all met at The Old Brewery Cafe and Kitchen in Gillingham for Sunday lunch. The group consisted of 7 Stags, 1 TR4 and a daily runner. I don't think any of us knew of this cafe which is housed in the old Matthews & Co Brewery buildings and has the addition of a classic motorcycle collection to peruse. After a good lunch, but no pudding as Liz had promised a cream tea later, Ken was going to lead us to another mystery location. It was a rather disorganised exit from the very tight car park but somehow we eventually met up in the general direction Ken had hinted we were going. Luckily Liz had mentioned the name of the location, which helped. Unknown to us Ken had stayed at the cafe to wait for one of the group





## CORNWALL

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

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

### DIARY DATES

- ✦ 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. Location TBA
- ✦ February 1st 2026 - Trethorne Leisure Park lunch and bowling Launceston PL15 8QE

*Mark Colton-Taylor*

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## SOUTH WEST WALES

**T**he South West Wales group meet on the third Wednesday of the month. From May we normally have an evening run with a normal meeting places of junction 47 M4 and Pont Abraham Services. 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. Since the last report I and the area have had quite a busy few weeks. As I mentioned last time I had taken my hood to the Stag Hood Factory well I have now picked it up and refitted it to the car. This was easier than I thought it was going to be and after some adjustment it was done. Only a couple of hours to get it correct. Next was a day trip to Caerphilly Castle. Meeting in Cross Hands we travelled along the A476 to Fairfach then the A483 to Llandeilo. From Llandeilo we followed the A40 to Llandovery and then to Sennybridge the northern side of Bannau Brycheiniog or the Brecon Beacons. We headed south to Defynnog where we had a comfort stop in The International Welsh Rarebit Centre. This is well worth a visit if you are in the area cheese on toast done properly even one with Guinness!! We were forced to retrace our route back towards Sennybridge as the planned road was closed. From Sennybridge to Brecon along the A40 then



*Henstridge Wings and Wheels*

Many years ago, Thornfalcon garage started a car meet at Hatch Beauchamp and over the years it grew and grew and eventually had to move to another venue due to the number of vehicles attending. Covid arrived, the show stopped and it has never re-started. Now the village has started a new car show at Hatch Beauchamp and Paul visited it on the same day as the Hurds Hill show. He reported it was a good show and there was about a hundred cars there, so something to remember for next year.

Nick took his Stag to the Sturminster Newton Saturday morning car meet to join another good turnout of classics. Only two Stags this month and both magenta.

Unfortunately, we only managed to get four Stags for the John Haynes Classic on the 7th September which was to celebrate 40 years of Haynes Motor Museum. Luckily we all arrived early and missed the queues to get in but just as we had the stand set up and were thinking of checking out the other areas, the predicted rain, thunder and lightning sent us quickly into our cars for the next half hour. The rest of the morning was spent dodging the downpours but people were still strolling around so we felt we should get out and chat to the intrepid visitors. Several people stopped to chat and amongst those we met were club member Graham and his son Alex who had travelled down in their Stag from Leicester. We also met Andrew who was a more local member from Wiltshire. After lunch the sun came out and we were able to dry the Stags off and check out the rest of the show. There were a good number of individual classics but surprisingly few car clubs. It will be interesting to hear if they plan to continue with the event.

We do not have any definite future events at the moment but we might get some inspiration on our WhatsApp posts for last minute events. Please check with Garry or Ken for the latest information to confirm we are attending if you are thinking of joining us. Also note, we will be continuing with Sunday Lunch N&Ns until further notice and the next will be at The Gaggles of Geese at Buckland Newton on Sunday 19th October. Let me know if you would like to join us.

*Garry Martin*

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*Skewen Motor Club Show held in Gnoll Park*

at Breacon it was south over Bannau Brycheiniog along the A470. Due to the weather it was raining the views over Bannau Brycheiniog were spoiled. Continuing down the A470 to Abercynon where we headed east to Ystrad Mynach then south again to Caerphilly and the castle. Caerphilly Castle is impressive being the largest in Wales and the third largest in Britain beaten by Dover Castle and Windsor Castle. Luckily the weather had improved by the time we got to Caerphilly (it had stopped raining). Time to return home and a trip along the recently completed improvements works of The Heads of the Valley Road. These works were completed in June after 23 years yes 23 years of road works.

Next was the Skewen Motor Club Show held in Gnoll Park. We had 7 Stags including one of our newest members, welcome Martyn Jenkins I hope you enjoyed the show. There should have been 8 but circumstances meant that one while on the show ground could not get to the club stand. The weather on the day was great full sunshine for the whole show not a cloud in sight. A very successful show with well over 400 vehicles on site and a large auto jumble and craft stands. Also at the show as a spectator

was another of our new members Lawrence Morgan with his wife welcome to you both and I hope that we see you at our monthly N&Ns.

Our N&N this month was on 20th August meeting at Crosshands Business Park. We headed into Crosshands before making our way to Upper Tumble then Tumble. From here we turned onto B4317 and headed towards Ffos Las Racecourse. From here it was onto B4308 and then A484 into Kidwelly and the castle. A quick stop for some photos unfortunately we couldn't get all the cars together but we did have a visit from one of the locals who was a Morris Minor owner. Back onto the A484 and head towards Llanelli. We went into Llanelli and through the town centre as we came out of the town we headed along Frondeg Terrace through the traffic lights and headed to the Bryn and then Llangennech and our restaurant The Bridge where we were look after very well. As usual the food here is excellent as is the service. Finally we had planned to attend Classics by the Coast Show in Porthcawl organised by Glamorgan Classic Car Club on 30th August. Unfortunately the weather forecast for the day of the show was for heavy rain and strong winds so after talking to all who said they would go it was decided to reluctantly give the show a miss. This was the correct decision as on the day we did have heavy rain.

Clive Perman

#### DIARY DATES

- ✔ Paul Satori Pembroke Run 7th September
- ✔ N&N 17th September
- ✔ Pembrey Steam Fair/Pontarddulais Classic Car Show 27th & 28th September
- ✔ Crank Down National Botanical Gardens 12th October
- ✔ N&N 15th October

*Clive Perman*

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*Kidwelly Castle*





## WEST WALES

**T**he West Wales N&N and evening drive for August has been reported on separately in another article (Marooned by tide). The rest of August and early September has proven to be a bit of a mixed bag, with several events being affected by the weather.

Two days after our N&N, three West Wales members joined a day trip to Caerphilly with the South West Wales area, organised by their coordinator, Clive Perman. Unfortunately I was unable to take any interesting photos on this occasion, but I'm sure Clive will report on this trip more fully in his report.

Shortly after this event, some of us attended the Skewen Motor Club car show at Gnoll Country Park near Neath. This was a good show, and the weather was good on this occasion. It seems like this was the beginning of the end for our long, hot summer of 2025, as it has been downhill since then weather-wise.

On Sunday 23rd August, I attended the Camrose Vintage Working Day with my Stag. This is a good local show, focused mainly on agricultural displays and demonstrations, but with a good display of classic cars, lorries, bikes, etc. It has been having a growing following over the last few years, and is now quite popular, but mine was the only Stag present.

A few of us had intended to go to the Glamorgan Classic Car Club "Classics by the Coast" show at Sandy Bay, Porthcawl, on Sunday 30th August, together with

members from South and South West Wales areas. However, with a forecast for a wet and windy day on Porthcawl sea front, I didn't relish the thought of making a very early morning start to drive the 80 miles to sit all day in a convertible car in the pouring rain, so I decided not to attend this event, as did most of the other SOC members.

The next planned event should have been the Pembrokeshire Car Run in aid of the Paul Sartori Hospice at Home charity. This is usually an excellent, well supported car run around the roads of Pembrokeshire. It was hoped to have a number of Stags from West and South West Wales travelling in convoy, but unfortunately as the weather on that morning was thunder and lighter and heavy rain, again I decided not to attend this run, as did all the other members, as there were no Stags present on the day.

Unfortunately, our N&N for September on Tuesday 9th had to be cancelled, for the same reason of heavy rain on the day. We were only going to be 5 members in 1 Stag and two "ordinary" cars, but on the day another two were unable to attend, so it was decided to cancel the run on this occasion. Sadly, this was likely to have been our final evening drive for the 2025 season, as from October we will be reverting to our N&N meetings only, with our next N&N taking place on Tuesday 14th October, at a venue to be confirmed.

Before that however, there are two more shows that we hope to attend before the end of the season. On the weekend of 27th and 28th September, we hope to attend the Pontarddulais Vintage Show at Pembrey Country Park, and on Sunday 12th October it is hoped to attend the Towy Valley Vintage Club's "Crank Down" event, to be held at the National Botanic Garden of Wales. I hope to report more positively on these two shows in future magazines.

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

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





## DIARY DATES

- ☛ Sat./Sun. 27/28 Sept. Pontarddulais Vintage Show Pembrey Country Park
- ☛ Sun. 12th Oct. Towy Valley Crank Down National Botanic Gardens
- ☛ Tues. 14th Oct. N&N tba
- ☛ Tues. 11th Nov. N&N tba

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## Marooned by tide

The West Wales N&N and evening drive for August turned out to be an unexpectedly eventful experience. The plan had been to take a relatively short drive from Tesco in Pembroke Dock, along the coastal peninsula of Angle, to the destination of a delightful old pub, The Old Point House, at East Angle Bay. As the date of our N&N approached, there was a little concern over the times of the tide, as some of our members were aware that the pub was only accessible via a beach causeway which is occasionally cut off by the high tide. As this particular night the tide was due to be a spring tide, and therefore one of the higher tides of the year, and was expected to flood the causeway from about 9.30pm, it was decided to bring the evening forward by half an hour and to shorten the drive slightly to enable us to arrive at the pub and enjoy our meal in time for us to depart before the high tide.



In the early evening, five Stags, along with a TR6 driven by some friends of mine in the TR Register, gathered at Pembroke Dock for the start of the drive, including Ian & Yvonne and George & Brenda, who had driven down from Swansea for the evening. Perhaps satirically anticipating what was to ensue later in the evening, two of our members and keen boaters, Geoff and Wendy Trebircock, arrived sporting a smart pair of yellow canoe paddles to match their beautiful Stag. I don't know whether they were planning to use them to get home, but their preparation was to be admired.

We had an enjoyable drive from Pembroke Dock to Angle, on what was a beautiful evening, and we were all able to have our hoods down for the journey along the coast of south Pembrokeshire. On arrival at Angle, the tide was still at some distance from the roadway, but had started to rise. We enjoyed a delicious meal in the pub, but unfortunately, as it took quite some time to be served, and



anxiety was rising with the approaching tide among some of our members. So, just before it threatened to cut off the roadway out, four of our members decided to set off to beat the tide, and only just made it out in time, despite having to take a short detour through a field used as emergency access by the local lifeboat!

The rest of us decided to sit it out in the pub for an enforced lock-in, marooned on the wrong side of the tidal causeway. Actually, it wasn't so much of a lock-in, as we were able to sit outside the pub, and we were rewarded with a stunningly beautiful evening with a magical atmosphere. It was a warm evening, and a flat calm tide, and we watched the sun setting and the beautiful strawberry moon rising over the Valero oil refinery at Pembroke, with the reflections of the boats on the estuary in the mirror-like tide. Eventually, after a couple of very enjoyable hours, after the tide had receded enough to get out on a dry roadway, we made our respective journeys home, having had a truly extraordinary experience, and one which will be remembered for a very long time. In fact, there has already been a request from George that we book in for a repeat experience at the same time next year!

And as for the Stag with the paddles, I haven't seen Geoff and Wendy since that night, so if anyone has seen a yellow Stag paddling down the Cleddau estuary, please point them in the direction of home!



## BRISTOL

**New Co-ordinator required**





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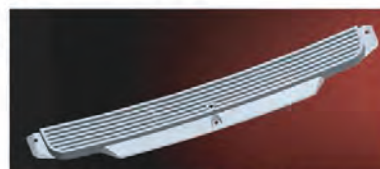
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*A lonely Stag under the Jersey moonlight*