

A yellow classic convertible car, likely a Jaguar XKE, is parked on a gravel surface in front of a large, historic stone archway. The archway is part of a larger stone building with a tiled roof. The car is bright yellow with black interior and silver wheels. The archway is made of light-colored stone and has a large opening. In the background, through the arch, another building with a red roof is visible.

STAG OWNERS CLUB

ISSUE 508 SEPTEMBER 2025

IN THIS ISSUE

NATIONAL DAY / MYRTLE RETURNS

NATIONAL COMMITTEE MEMBERS / AGM DATE

AFTER THE ESM / 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



Chairman: Richard Smith

Email: chairman@stag.org.uk Tel: 07768 517284
Best times between 17.30 - 19.00 weekdays

Treasurer: Clive Tate

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



Secretary: Tracey Cooke

Email: secretary@stag.org.uk
Tel: 07549 916568

Vice-Chairman: Peter Robinson

Aslacton, Norfolk
Tel: 01379 677735 Email: membership@stag.org.uk



Tony Lapworth

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

Glyn James

Email: glynjames@stag.org.uk



Andy Hedley

Email: andyhedley@stag.org.uk

Peter Turgoose

Email: peterturgoose@stag.org.uk



Peter Jones

Email: peterjones@stag.org.uk

OFFICERS

Membership Secretaries

Marilyn & Peter Robinson

The Old Rectory, Aslacton, Norfolk NR15 2JN
Tel: 01379 677735 Email: membership@stag.org.uk

SOC Registrar and Historian

Peter Robinson

Email: registrar@stag.org.uk

Club Insurance Officer

Anthony Monaghan

Email: insurance@stag.org.uk

Co-ordinator Liaison Officer

Peter Jones

Email: coordinatorliaison@stag.org.uk

International Liaison Officer

Neal Porter

Mobile: 07387 413243 Email: international@stag.org.uk

Standard Triumph Forum representative

Andy Hedley

Magazine Editor

Carl Fuss

Whitehill, Hampshire. Mobile: 07778 355137

Email: editor@stag.org.uk

Marketing & Press

The Marketing Team

marketing@stag.org.uk

Show Secretary: Shows, Budgets & Area Equipment

Kevin Grace Mobile: 07525901229

Email: showsec@stag.org.uk

Advertising Officer

Wayne Hall

publicity@stag.org.uk

Security Liaison Officer

SITUATION VACANT

Email: security@stag.org.uk

Technical Advice Co-ordinator

Mike Allen

Tel/Fax: 01233 813648 Mobile: 07711 431430

Email: michael.allen@stag.org.uk

SOCTFL Chairman

Paul Smith

Email: soctfl@stag.org.uk

Social Media

David Waite

Email: socialmedia@stag.org.uk

Club Website

For content: Roger Gray

Email: webeditor@stag.org.uk

Anything else

Email: webmaster@stag.org.uk

Forum Liaison

Paul Smith

Forum username 'Committee Liaison'

Modified Stag Co-ordinator

Andy Phillips

Email: modified@stag.org.uk

Advisor on MOT requirements for modified Triumph Stags

Russell Lewis

Email: russelllewis@stag.org.uk

GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

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

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

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

Back Issues

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

Technical Queries

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

Area Co-ordinators

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

FORUM

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

Insurance Scheme

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

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

Data Protection Act

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

WEBSITE

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



EDITORIAL

This issue we have the full report of our national day at Shuttleworth.

A very successful weekend with lots to see, in fact so much that some members have already paid a return visit. This is included in your ticket which you purchased for the national day weekend.

A couple of reports from different areas who made the weekend as well.

I've just heard that the Silverstone festival this year is going to be the last one.

It's being replaced by the Chris Evans's Car Fest, which at the moment is held in Hampshire, this is moving to take the place of the Silverstone Festival from next year onwards. How this will work out and affect us as a club we have yet to see. If any members out there I've been to both and are able to provide a comparison viewpoint. We would love to hear it.

The relaunch of the North Yorkshire area now has a date and place for the opening event, so please check on Page 4.

Don't forget that our AGM will be held on Sunday the 30th of November at the British Motor Museum in Gaydon. Full details will be in next months magazine.

Carl Fuss

ISSUE 508 SEPTEMBER 2025

Front Cover: National Day at Shuttleworth

Pic: Roger Kennedy

Back Cover: Cardington airship hangers



Published by the Stag Owners Club. © Stag Owners Club 2025.

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

General enquiries: Tel. 01379 677735

Designed and printed by The Lavenham Press Ltd.

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

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

FROM THE COMMITTEE

NATIONAL DAY 2026

Well National Day 2025 has come and gone and by all accounts and experiences has been a great success. Now the question is what do we do next year ?

We are looking for an area or somebody to volunteer to hold next years National Day. In the past we have had a National Day co-ordinator who was there to assist any area thinking of stepping up to do the National Day. It looks like at the moment we have somebody willing to step into that role. So anybody thinking of volunteering to do National Day next year we'll have somebody with experience to assist them.

If you think that you may be interested in doing this, then please contact our secretary as soon as possible Tracey Cooke, Club Secretary. Email: secretary@stag.org.uk or Tel: 07549 916568

RE-LAUNCH OF THE NORTH YORKSHIRE AREA

The relaunch of the North Yorkshire area will be on Sunday 12th October at The Watermill Bar and Grill.

Carleton Miniott Thirsk YO7 4NJ Arrive from 12.00pm

Everyone welcome, please come along to re establish the area and join in the events planned.

To book in, please email the Area Coordinator, Andy Maughan.

asmaughan@ntlworld.com

07762543920

Look forward to seeing as many of you as we can.

SOC AGM 2025

This year's AGM 2025 will be held on Sunday 30th November at the British Motor Museum, Gaydon.

We had hoped to have a weekend event as we have done in the past but we were unable to find a suitable place at such short notice so it was decided to concentrate on that for next year and this year we would do what we did last year which is have a one day event at Gaydon. Further details to follow shortly.



Thought for the Month

Rupert Klaiber

"When you have lost your Inns, drown your empty selves for you will have lost the last of England."

Hilaire Belloc

7-9 NOVEMBER | NEC, BIRMINGHAM



THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS	LARGEST INDOOR AUTOJUMBLE	310+ CLUBS
600+ VEHICLES FOR SALE	MOTORING CELEBS & EXPERTS	450+ TRADERS



£4 DISCOUNT OFF ADULT
DAY TICKETS ONLINE
WITH OUR CLUB CODE*

CCCN0V5202



SCAN ME
TO BOOK
TICKETS



*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 6 Nov and show open ticket prices thereafter. Full ticket information: www.necclassicismotorshow.com/tickets. Book by 16 Oct to help your club earn extra benefits.

NECClassicMotorShow.com



MORE THAN JUST A PARTS SUPPLIER

We are delighted to offer
the Stag Owners Club these
exclusive benefits:

- Up to 10% discount on retail prices.
- A shipping saving of £1.50 Club Classic Shipping £6.00. Retail Shipping £7.50 (UK only up to 20kg).
- Claim your club membership fee back (Spend £500 with DMG per annum).
- Newsletter, Competitions and Prizes.

To sign up to DMG Club Classic or any other enquiries
please email marketing@davidmanners.co.uk.

Subscribe to receive our latest news by visiting our website
home pages or email marketing@davidmanners.co.uk



0121 544 4444

E-MAIL: MARKETING@DAVIDMANNERS.CO.UK
991 WOLVERHAMPTON ROAD, OLDBURY, B69 4RJ

FOLLOW US ON SOCIAL MEDIA  

WWW.JAGSPARES.CO.UK | WWW.ABINGDONMGPARTS.CO.UK

PARTS FOR JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

MEET THE NATIONAL COMMITTEE

GET TO KNOW MORE ABOUT US



The next SOC three committee members here to tell us more about themselves are Andy Hedley, Glyn James and Peter Robinson.

ANDY HEDLEY

COMMITTEE MEMBER

Hello, my name is Andy Hedley and I'm a National Committee member...

I bought my first Stag at 21 and I've always owned at least one ever since – I'm 62 now, so do the maths. I joined the SOC immediately I got the Stag as I knew I'd need all the help I could get to keep the car on the road as I'm no mechanic. I also joined my local area – North London – and within a short while became joint area co-ordinator. Over the next few years, we organised successful SOC displays at major London venues – Wembley Conference Centre and the restored Alexandra Palace - before I stepped down. It was during the 1992 Alexandra Palace show (we won best display) that I first fell in love with my current Stag – the 1971 NADA MK I first owned by Richard Chamberlain.

This isn't the first time I've been on the SOC Committee. During the 1980's/90's I was National Day Co-Ordinator (together with my old friend Tim). We ran N/Day events at Woburn (still the biggest attended event with circa 750 Stag's), Trentham Gardens and Ragley Hall. These days, as I'm now retired, I was persuaded to re-join the N/Committee. But enough of my Stag owning history, the idea of these bio's is to tell you what else your Committee members are interested in.

In my 40's I was introduced to the world of running – "Let's try running, it'll be fun..." a very good friend said... He then suggested joining a running club. I've been an active member of Biggleswade Athletics Club ever since. I've run three marathons (London twice) countless ½ marathons, 5k's, 10k's, cross-country and relay races. I'm also into the incredible Parkrun 5k events which are held every Saturday all over the country (and abroad). I'm trying to run a different venue every week when possible (Tourist) and aim to complete LonDone - that's all the events in Greater London (there are a lot..).

That same mate next came up with "why don't we try sailing dude, that'll be fun...". Well, I didn't think it would but, humoured him by agreeing to sign up to a week long RYA Competent Crew Course with the Civil Service Sailing Club. That went well (and we both qualified).. So together we bought a 26ft sail boat. Then we did our Day Skipper Course (sail), and Radio Course, through the Royal Harwich Yacht Club and now we're on our 4th boat (or 5th if you



count the little broads sail boat...). We're actually in the process of selling our 40ft Jeanneau, Pretender, and have already purchased a 29ft Island Packet, Island Swan. The Jeanneau's too big, it's usually just the two of us and a dog, we don't need a boat that sleeps 8 (although Juno, Charlie and Asher the dogs might disagree) and the I-P is a quality piece of kit with old world charm (even though its American..). Both boats are currently moored at North Fambridge, on the river Crouch, in Essex – we've recently relocated from Levington (Suffolk) and Chichester respectively.

With regards to cars, there have been a lot over the years (34 actually...). But I've rather embraced the three pointed star of late – currently owning 3 Mercedes... There are two SL's – a 2000 SL320 V6 and a 2003 SL500 V8. The older one is an R129 model, the later an R230 – they're as different as chalk and cheese and I love them both. The V6 came first. I sat in it and had that feeling when I first sat in a Stag – it just felt 'right'. Unfortunately it's not London LEZ compliant (I live just under a mile inside the extended zone) so it now costs me £12.50 every time I take it out, even though I generally drive straight out of the zone.. That's why I bought the 500 – which is compliant...

These two are joined by a modern diesel E-class estate (S213) – great for transporting huge amounts of boat-gear, and/or dogs, or camping gear when we go to events like the Goodwood Revival, Members Meeting or Le Mans Classic, or people when we go to the big European car shows with friends from the Mercedes Club.

GLYN JAMES

COMMITTEE MEMBER

I joined the National Committee at the AGM last year in November 2024. I'm a proud Welshman, we moved to England in 1984, and settled in West Oxfordshire. My full time career was in IT from 1969 until I retired in 2014 as an infrastructure Architect.

I have always been a DIY enthusiast, I built our first house in Wales, the second in Clanfield in 1989. I am also a Rotarian and enjoy the friendship and raising funds for deserving charities.

My experience with Classic cars started with a Ford P100, a great tool for a part time builder, then came a 1971 Triumph Vitesse mk2. I stripped it, repaired the chassis and on completion I took part with it in a charity treasure hunt run to Paris to celebrate the opening of Disney, raising funds for Save the Children.

Our first Stag was purchased in 1996, and for the next 23 years I used it as a running restoration project, doing all of the mechanical work myself.

The opportunity to purchase a low mileage Stag, a car that had been off the road since 1987 was too good to turn down in 2019. (Unfortunately it did have a seized



engine). I recommissioned the car, rebuilt the engine, and it was back on the road in 2020 and is now my current Stag.

Over the past ten years I have renovated a third Stag and a Land Rover SIII lightweight.

I became the coordinator for SOC Wiltshire in 2013 and have enjoyed the first nine months on the committee dealing with various issues from new co-ordinators, supporting the SOC National day, providing support for SOFTL and many more topics.

PETER ROBINSON

COMMITTEE MEMBER

Born and bred in Norfolk – apart from a three year stint in North Wales which meant that I had to take a Welsh paper in my 11-plus exams. I moved my worldly possessions i.e. my record player, tape deck, amplifier and LPs, to Manchester in 1973 to attend Salford University. That was a bit of a culture shock – no hayfields, no sheep and no tractors.

Graduating with a decent degree in mechanical engineering I completed my apprentice training and then promptly left my sponsoring company instead of getting embroiled in a dead end research job. For the next forty years I provided consultancy advice as an industrial valuer, working out of Manchester, Birmingham and London before settling back in Norfolk. Highlights were probably spending time in The Philippines and Kenya working for their respective governments when they thought about the privatisation of major assets – the country's geothermal energy supply network in one instance and a rather large paper mill in the other. I was lucky enough to be able to see Britain's industrial history during the eighties, working in many large mills and factories throughout the country, but I also saw its decline as we sold much of our manufacturing machinery to either the scrap man or to India during the nineties.

But I am out of that now as modern methods of finance do not really care about 'value' and that life is not



anywhere near as interesting as it used to be. Instead, I try to look after my wife, my house and my cars, all of which seem to be never ending (except the looking after of Marilyn who is a gem).

Like our Chairman, we have done a bit of shepherding in our time but unlike Richard, I was not at all interested in cars when I was of school age (football – Yes, girls – Yes, rock music – Yes, but cars – No) but I got well and truly hooked when I bought Marilyn a Stag for Christmas at the end of 1983. My Stag followed in 1984 and we now have 10 complete ones here. However, those who know me also know that only one is roadworthy. Those who don't know


me should also be told that from 1987 to 2022 neither Marilyn nor I had a Stag on the road – plenty of Stags in the garage but none in fully working order, although we did run a T2000 estate, a 2.5 PI and a 1300 FWD during that time – all of which are now happily occupying space in the ex-industrial chicken shed which we call our garage. Although most of our cars are Triumphs of one shape or another, we also have three big old Mercedes saloons, an XJS, two XK8s, a few thirty year old Jaguar saloons, a couple of Discoverys, two Series Land Rovers and three tractors – all awaiting attention for something. Some call our facilities a scrap yard and some are kind and refer to it as an important historical location.

Who needs to find things in remote barns when you have your own ‘barn finds’ in your driveway ?


But we didn’t need to be running a Stag to be able to support the Club and I have occupied a number of positions since 1984, from being part of an Area organizing team, through ordinary committee member to



club secretary, membership secretary and registrar. Have Marilyn and I given good service over the last forty years ? Only you can be the judge of that.



LETTERS TO THE EDITOR



Richard Smith – just a brief note to thank you for your biography in the recent SOC magazine. It is really interesting to get to know the committee members a little better and get a sense of who you all are, and what you are interested in.

Although I have owned my Stag for 37 years and always been in the club I’m not enormously involved in the superb social side of the club so the excellent magazine (and our local SOC whatsapp forum) is the main way of keeping in touch with activities. Being able to read more about you in the magazine and getting a sense of the committee, who they are and what they do is therefore a real plus. I know how much time and energy every committee member puts into the club and it is hugely appreciated by so many of us, including those of us who are slightly less active. Hearing about you personally helps add to the appreciation one already feels for the time and effort you all put in to make Stag ownership and club membership a great experience.

As we don’t often get the chance to say thank you, reading your fascinating biography and those from Tracey and Peter prompted me to do so.

Phil Garratt

WELCOME NEW MEMBERS

Mr. P.Skepper	Lincolnshire	Mr. T.Stoate	Hampshire	Mr. T.Burd	Hampshire
Mr. T.Boorman	Bedfordshire	Mr. P.Harvey	Manchester	Mr. J.Alston	Essex
Mr. A.Hill	Kent	Mr. N.Harman	Kent	Mr. D.Parkinson	Lancashire
Mr. M.Aviss	Essex	Mr. S.Lodge	France	Mr. G.Over	Surrey
Mr. P.Soper	Devon	Mr. S.Toms	Shropshire	Mr. A.Tweddle	Co. Durham
Mr. M.Game	Essex	Mr. J.Colgrave	Devon	Mr. M.Whitehouse	Bedfordshire
Mr. N.Jackson	Kent	Mr. A.Fulton	Stirlingshire	Mr. B.Young	Rhondda-Cynon-Taf
Mr. C.Edwards	Netherlands	Mr. T.Kettle	Lancashire	Mr. L.Loweth	Shropshire
Mr. I.Blake	Berkshire	Mr. B.Squire	Alcester	Mr. M.Crook	Buckinghamshire
Mr. P.Cox	Devon				

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'...

Suspension

The front and rear suspension units were complex beasts, but certain things were common across the restoration of them both.

- If an individual part was in good condition, then it was sandblasted and powder coated in black. (Point to note – if the powder coating got inside a hole, it needed to be drilled out to the correct size again to take the bolt);
- New blue poly bushes were used throughout both suspension units;
- All bolts, nuts and washers were replaced with new;
- Bolts were torqued up as they were installed and a final torquing, to their reported correct value, took place when the car was finished and had its full weight resting on its wheels.

Each item has been reported on individually, but it is important to remember that each part impacted on the others in some way, so both suspension units need to



be looked at as a single entity. The suspension units also suffered the same fate as the steering unit at the hands of a trainee at the garage I used. The entire suspension was removed using as little effort as possible, so I was left with 'chunks' of suspension to try to separate into individual pieces – not the easiest of tasks with 40+ years of dirt attached to bolts and nuts that hadn't been undone for 40+ years, but I managed.

For ease of the report, the suspension has been split into the following sections:

Front suspension:

- Cross member;
- Anti-roll bar, clamps, link assemblies;
- Radius rods;
- Wishbones;
- Ball joints;
- Hubs, stub axles, tie-rods, vertical links, wheel studs;
- Road springs, shocks.

Rear suspension:

- Subframe arms;
- Trailing arms;
- Hubs, wheel studs;
- Road springs, shocks.

FRONT SUSPENSION

Cross member

(ROM 76.10.05) The cross member was the large item running across the car. It was bolted to the body and had the wishbones and steering rack attached to it. It also had small plates fitted to the top, where it attached to the body, which were used to secure the front brake lines to. The cross member was sandblasted and powder coated in black. The small platers were painted in black POR15. Large bump stops (ROM 60.30.10) were fitted at either end of the cross member, to stop the wishbone from hitting the cross member when going over rough ground (e.g. a pothole). These were cut off and new ones fitted by pushing a lug into the cross member.

Anti-roll bar, clamps, link assemblies

(ROM 60.10.01 to 04) This unit consisted of the anti-roll bar, two clamps (which held the bar onto the body) and a link on either end which attached to the radius rod. The anti-roll bar was a shaped metal rod that connected the left and right wheels of the vehicle and reduced body



Suspension front lump.



New front cross member.

roll when cornering and enhanced overall stability of the vehicle. The two clamps consisted of a bush, pushed onto the end of the roll bar and then up to a stop, sandwiched between a spacer and a metal clamp, held together by a u-bolt. The bar was sandblasted and powder coated in black with new poly bushes, nuts, bolts and washers. The poly bushes were quite challenging to get over the ends of the bar and then compressed down enough to get the metal clamps and u-bolts through and tightened up, but patience and coffee prevailed!

Two new link assemblies were purchased, as mine were a bit sad. I still had to change the bush to a new poly bush, but they then simply bolted onto the end of the bar and then onto the radius rod.

Radius rods

(ROM 60.10.16) Also known as a drag strut, the radius arm was connected to the track control arm and the body and had the anti-roll bar link attached to the top. Where the rods attached to the body, there was a half-moon bush either side of the body. The rods were sandblasted and powder coated in black with new poly bushes, nuts, bolts and washers. Because of the lug on the side (to take the anti-roll bar link) the radius rods were 'handed' (i.e. specifically left or right).

Wishbones

(ROM 60.35.02/09) Also known as track control arms, the wishbones were connected to the cross member and the wheel hub and had the radius rod attached part way down. Where each wishbone met the wheel hub, there was a ball joint. The wishbones were sandblasted and powder coated in black with new poly bushes, nuts, bolts and washers.

Ball joints

(ROM 60.15.03) The ball joint was pressed into the wishbone and connected to the vertical link on each wheel. It allowed for movement of the wheel hub against the suspension unit. The important thing to look at was the rubber boot which covered the joint itself. If split, it allowed water and dirt to access the joint causing all sorts of nasty problems. I already had two of these that I had been meaning to fit for yonks so took the opportunity, with the wishbones off, to press these out and press new ones in. The pressing in was carried out with a large socket (large enough to cover the exit hole of the wishbone and deep enough to ensure the ball joint bolt would not catch on the vice when pressed fully home) and a bench vice. After checking everything was lined up correctly, the vice was slowly tightened and the ball joint pressed into the wishbone. Care had to be taken that the rubber boot did not catch on the wishbone, as it was pressed in. Upon examining my old ball joints, both had small cuts in the rubber boots, so the insides might well have been compromised – a good decision to change them!



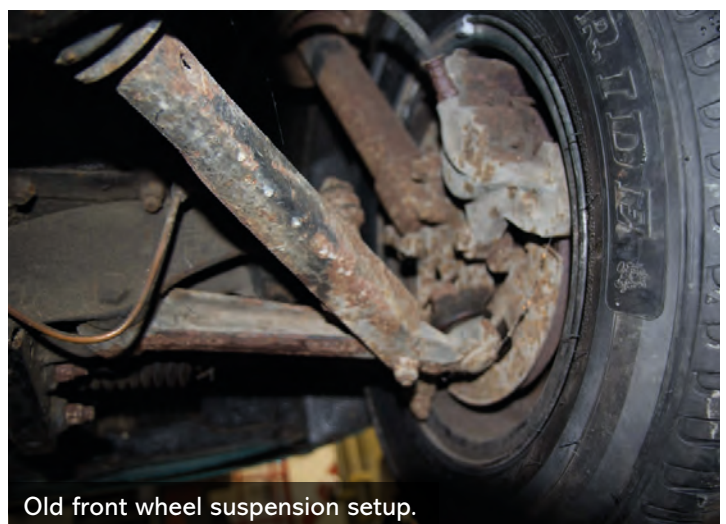
Old anti-roll bar.



New anti-roll bar.



Front radius rod.



Old front wheel suspension setup.

Hubs, stub axles, tie-rods, vertical links, wheel studs

(ROM 60.25.01) As it was such an important safety point, I decided to replace the whole wheel section on each side, so purchased a 'Front hub and axle overhaul kit' from Rimmers which comprised of:

- 2 front hub assemblies
- 2 vertical links
- 2 stub axles
- 2 tie rods (LH and RH)
- 4 hub bearings (2xGHB102, 2xGHB101)
- 2 hub seals

Basically, everything bar the brake disc!

Ample photos were taken, including the layout of all of the parts of the hub, as they were removed (see diagram in ROM 60.25.13). The new vertical links and tie rods were powder coated in black and new bolts, washers and nuts were purchased. Rebuilding the hubs was a case of carefully following the Repair Operations Manual, checking that each stage was completed correctly before attempting the next stage (especially around the greasing).

First, the new wheel studs were fitted to the hubs. Next the hub was attached to the brake disc. I had had the discs replaced a while before, so they were refitted. Then the stub axle was fitted to the vertical link and the hub attached to the stub axle, all under the watchful eye of the garage owner! It was particularly important the slotted nut, holding the hub to the stub axle, was carefully tightened, to remove end-float. Once happy that there was no play, the slotted nut was slacked off to allow for a cotter pin to be inserted to lock it off.

Road springs, shocks

(ROM 60.20.01) Having removed the suspension parts from the 'clumps' I was left with the shock absorber and the spring. The plan was to replace the shocks, springs and insulation bushes. However, having heard many horror stories of compressors slipping off and, due to the high level of force required to compress the springs, flying off in all directions at great speed I decided to leave this part to the garage! They had access to powered compressors which made the job a lot faster, not to mention safer as I wasn't anywhere near it!

The shocks fitted snugly inside of a holder, which then bolted onto the vertical link. The holders and new springs had already been cleaned and powder coated in black and new shocks and insulators purchased, so it was a relatively simple task to compress the spring, undo the slotted nut on the top and remove the two parts that make up the top of the shock/spring unit. These looked like two upside down hats, one inside the other. The bottom one sat atop the spring, whilst the top one had various bushes and sleeves, best shown in a diagram in the ROM. The top 'hat' had three studs coming out of it, which went through three holes in the inner wing valance.

Once all the new parts had been assembled, each spring was compressed and the unit rebuilt. One important point to note was that the three top studs were all of the same length.



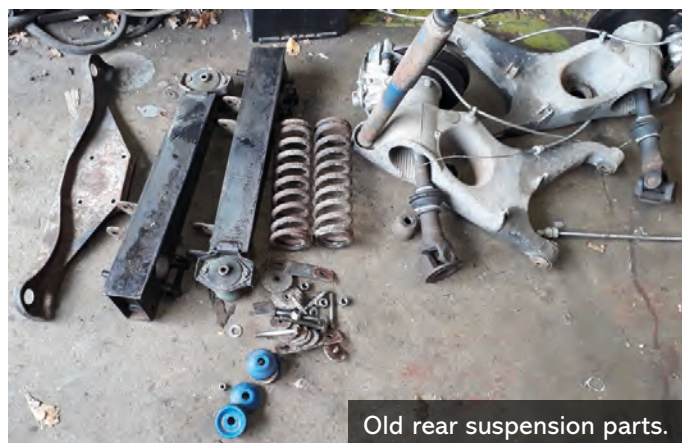
Old front suspension leg.



Front suspension hats.



New front suspension setup.



Old rear suspension parts.

The top one (furthest from the radiator) should be little lower, as it impacted on the bonnet when it was shut. The angle grinder soon took care of that (having covered off all the new paintwork, engine and windscreen to ensure stray sparks didn't cause any damage).

REAR SUSPENSION

The rear suspension units had fewer parts than the front. Each side consisted of a large trailing arm (that held the shock absorber and the spring and had the brake disc and hub attached) and the long, straight subframe arm. The rear axle was attached to the hub and passed through the trailing arm and was dealt with under the 'Rear axle & diff' section earlier in this report.

Subframe arms

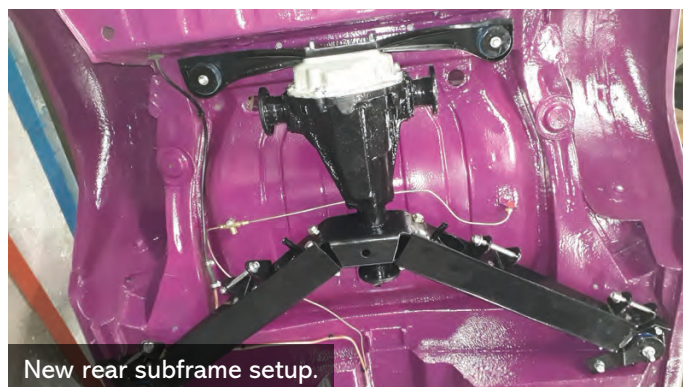
(ROM 64.25.01) The subframe arms were quite 'busy' units, with a lot attached to, or passing through, them. They were long, rectangular units with a flared opening at one end, in which sat a huge bush held in by two bolts. A large bolt ran through the bush and attached the subframe arm to the car body. The arm itself had two brackets down one side, which the trailing arm attached to. These brackets were bolted onto the subframe arm and had a number of shims between the bracket and the arm. Adding or subtracting these shims allowed for alteration to the rear suspension setup. There was also a large hole, running sideways through the subframe arm (at the opposite end from the bush) which the exhaust passed through.

On the other side from the two brackets was a further bracket, near the exhaust hole, which the exhaust itself attached to. A small tube by the side of the hole allowed the handbrake cable to be passed through the arm. There were two additional bolt holes at the end of the unit, which were used to attach the subframe arm onto the diff. Finally, there was an anti-vibration strap which attached to the bottom of the large bush and onto the body (at the rear corner of the rear passenger's footwell). The bolt head for the large bush was accessed from inside the car via a hole underneath the rear seat, at the side.

With everything disconnected, the subframe arms were sandblasted and powder coated in black, then rebuilt with new bushes, bolts, nuts and washers. The units were rebuilt using the same number of shims as before but the setup could only be checked once the full weight of the car was back on the wheels. The suspension was refitted whilst the car was upside down on the rotisserie and everything was torqued to the correct value as it was fitted, then checked again once the car was upright and on its wheels.

Trailing arms

(ROM 64.35.02) These odd-shaped units, roughly resembling a slanting capital 'A', were cast aluminium, which made them a lot lighter to work with. The existing bushes, located at the end of each 'leg', were removed and the arms were then carefully sandblasted and powder



coated in silver. New poly bushes were then pushed into position. The bottom of the two 'legs' were attached to the trailing arm, whilst the opposite end was attached to the shock absorber. The road spring sat in a hole in the top of the trailing arm. The handbrake cable was then attached to the bottom of the unit with a P-clip.

Hubs, wheel studs

There is no Repair Operations Manual note for these on my car, as I had the rear drums changed to disks at the same time as the front discs were upgraded. Therefore, the rear hubs were effectively the same as the front hubs. New wheel studs were fitted though. The Repair Operation Manual section for a drum brake version of the hub, however, could be found at ROM 64.15.01.

Road springs, shocks

(ROM 64.20.01) The shocks and springs were replaced as a matter of course, same as for the front suspension. The new springs were powder coated in black and new blue poly bushes were used throughout. The rear shocks attached to the trailing arms and to the body (at the rear top of the rear wheel arch). Two bushes, at the trailing arm end of the shock, were used to fit either side of the trailing arm. The bottom of the spring fitted, on new bushes, into a large gap in the centre of the trailing arm. The top end of the spring fitted onto a bush underneath the rear wheel arch.



Rear subframe and exhaust.



Rear subframe completed.



Rear subframe completed.

Specialist vehicle insurance from people who share your passion.

rhspecialistinsurance.co.uk
0330 912 0018



From iconic models to future classics - we've been providing specialist vehicle insurance for over 46 years.

RH is a trading name of A-Plan Holdings, which is authorised and regulated by the Financial Conduct Authority No. 310164. Registered in England and Wales under company registration number 750484. Registered Office: 2 Des Roches Square, Witney, OX28 4LE. Calls may be monitored and recorded for quality assurance purposes.

06/12/23



STAG SWISS GRAND TOUR



The clouds were building into seriously high cumulonimbus. By bedtime the humidity had reached such a level that we slept on top of the bed sheet, risking any bloodthirsty mosquitoes.

In the early hours, the darkness was light up, and we were treated to a spectacular display of the heavens in full dance. Rain, lightning, wind and Valkyries dancing from side to side straddling the mountain tops. By breakfast time, it was still raining hard. As I opened the boot of the Stag, the runoff of water from the underside of the boot lid landed smartly on my arms and into the boot. Thereafter we had a sponge ready to wipe the underside of the boot lid before opening it.

The weather had turned. As we drove back north out back towards Bellinzona, the underside of the soft top

began to darken. I had cleaned and treated the roof with about a litre and a half of Fabsil before leaving the UK, consequently this was disappointing. Nonetheless we stayed dry and only the wipers occasionally ignored the switch to stop or go to intermittent. We returned up the valley of waterfalls with the view obscured by heavy rain, only occasionally clearing.

We drove on through Biasca and Airolo where we stopped for lunch. The rain had eased, and we found the local square with Brasserie as well as a hotel. Neither of us felt like having a full meal, so we opted for the Brasserie. "Die Frau" however could not be bothered with us, preferring to chat away to her staff. That decided it. we nipped back to the hotel restaurant that was more than obliging to serve us a simple 2 light courses. Eine Gemischsalat und eine Omelett danke. And oh yes, we did indulge in an ice cream to finish, as well as a coffee. You can tell by now our basic Swiss German was improving.

Fortified, we drove on up through the mist and rain, working hard not to be diverted to the main road across the St Gotthard pass. All the signs try to take you through the St Gotthard tunnel. We started climbing up a cobbled road gingerly feeling our way up with visibility limited. It ranged from 10 to 50 metres at most. We passed army barracks where we heard the crack of rifle shots. Had we trespassed? They were practising shooting - a very necessary activity for any army - and a sound I was familiar with from Bisley. We weaved our way to the top in the low cloud, but with odd moments when this



cleared. The bends switched back on themselves almost immediately you had completed the bend before. There was little indication of the view below. When we did finally reach the top (2091metres) it was still in thick cloud. Every few moments the cloud would disperse to reveal several buildings. One was a museum; the others were hostelrys of some kind with rooms. Neither of us had realised that these passes were trading posts from before the days of the motor car. People had for hundreds of years traded on the passes, bringing up meat, wine, cheeses and the like on pack animals. This explained the signed "randonné" or footpaths up and down alongside the mountain edge or cutting across the roadways to the passes. The paths are still used by enthusiasts today.

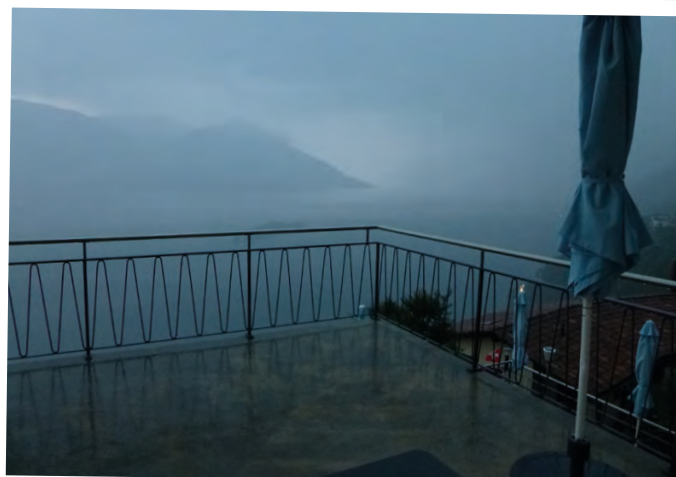
We indulged in a slice of Apricot flan and hazelnut tart with not so hot milk for a supposed hot chocolate. My wife insisted her milk was "sehr sehr heisse bitte". In English, please very very hot. Whatever pleading was made, the milk was always lukewarm. So lukewarm drinking chocolate is what we lived with. As we left, we saw a couple of Maclaren super cars. We photographed these for our grandsons, nonetheless. We had seen a few others, so we thought they were relatively common!

As we left St Gotthard and descended towards our next stop in Andermatt, some of the cloud began to disperse. We had observed a 5-horse carriage painted black and yellow displaying an early post services sign, being readied for a descent. It moved off on down before we left and disappeared with its well wrapped passengers escorted by a transit type van with yellow flashing lights. Having been in the cloud it was a relief to be below the clouds and enjoy improved visibility changed by the left-over showers coming off the mountain. The vista widened, though not to the point of seeing the larger mountains normally visible in the background. The road was nonetheless still cobbled which meant extra car with the wet surfaces. The cobbles did generate a rattle throughout the car.

We reached our hotel in Andermatt at about 4.15 pm having covered just 54 miles in about 7 hours. We managed to nab one of the 6 hotel car parking spaces and unloaded the cases. The Hotel Sonne was located by the old church and on a corner of the main road through the town. Thankfully the road is speed restricted and pedestrians have priority. Andermatt is also known as a good if small ski station in winter. We could see the lifts and were impressed with the railway station where different lines meet. We watched fascinated with the Swiss Mountain line crossing the main road, shortly after which the locomotive became a funicular vehicle using a third cogged rail to crawl up the mountain. As we walked back through the town to our hotel, the rain started coming in again. So we settled down for the evening with supper, shower and bed.

Nigel Griffiths

To be continued...



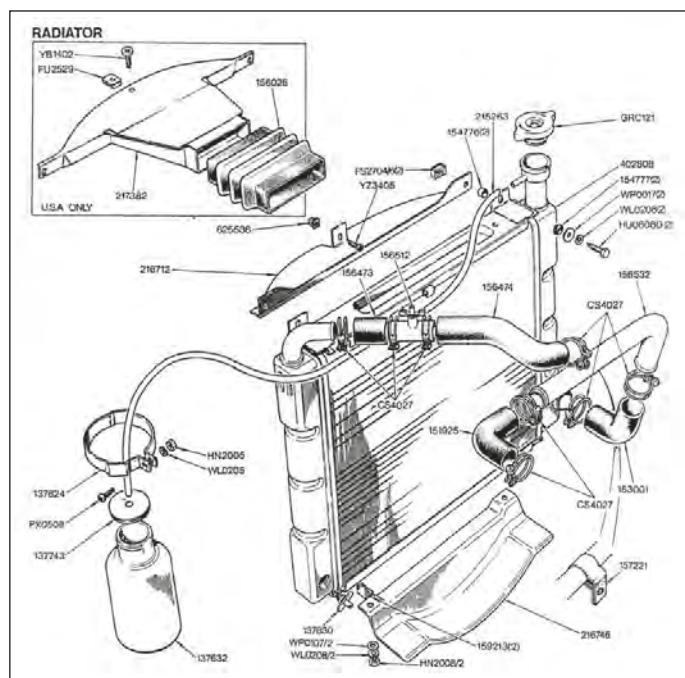
KNOW YOUR STAG #38

THE RADIATOR AND COOLING SYSTEM

One of the hoary old problems associated with Stag is that of the Mk1 and Mk2 cooling systems as they are not really Mk1 or Mk2 issues. Let us therefore take a closer look at the changes that were made.

The Early Cooling System

The early cooling system on Stag follows that of the 2000 and the other Triumphs available at that time in that the radiator had a pressure cap which determined the maximum operating pressure of the system (nominally 13psi) and, when exceeded, the valve in the cap started to open and any excess fluid was dumped into a low level overflow bottle through a long tube which ran over the top of the radiator and into the top of the overflow bottle. So that the overflow bottle does not pressurise, there is a small hole in the top which will allow the pressure in the bottle to equalise at atmospheric.



Page 02-78 from the 1974 parts catalogue (519579-B).
The insert is for the USA market only.

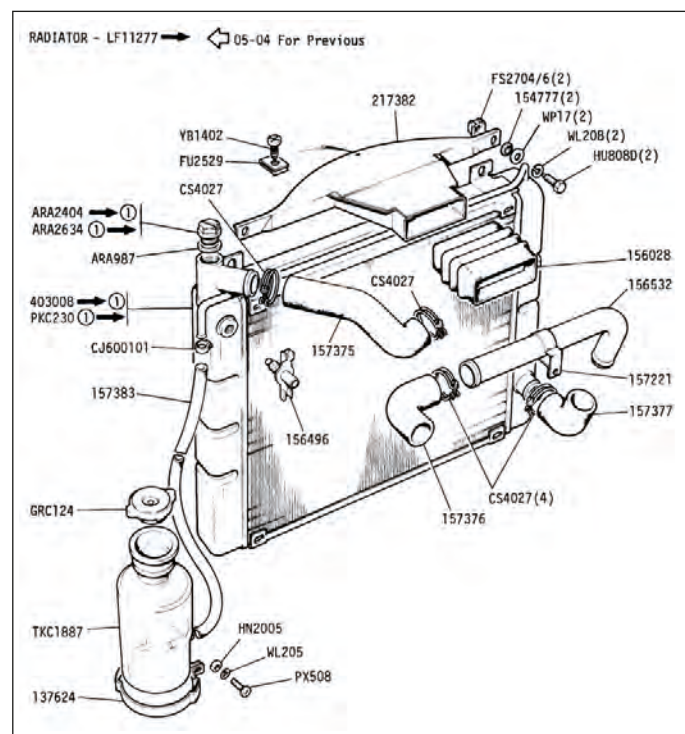
When the engine stops and the coolant cools, the pressure valve gradually closes but as the pressure in the cooling system is still above atmospheric, the water which has been dumped would not be able to flow back into the system but . . . if you look carefully at the early pressure cap you will see that there is another valve in the centre which operates on a weak spring to allow water to flow back, which it will do as, with the main valve closed and

the cooling system cooling down, the volume in the main system shrinks and a vacuum is formed under the main pressure cap valve. As the overflow tank is at atmospheric pressure, the combination of vacuum and atmospheric pressure opens the small valve in the centre of the cap and water flows back into the system from the overflow bottle – as long as the end of the overflow pipe is below the level of the water in the overflow bottle. It is thus described as a 'no-loss system'.



An early radiator cap with the central return valve and space around it for the returning water to flow back through.

The Later Cooling System



Page 05-05 from the 1976 parts catalogue (519579-C).

The later cooling system operates on a fully pressurised system which runs at a higher maximum pressure of 20 psi. The pressure cap is not on the radiator but on the overflow bottle, making it into an expansion bottle, the contents of which are drawn back into the radiator when the coolant shrinks as it cools – hence it is also a ‘no-loss system’. Should the expansion bottle get full and/or the pressure builds to more than 20 psi for some reason (a blown head gasket for instance) the main cap valve opens and any excess fluid (or air) exhausts from a short pipe in the neck of the expansion bottle onto the road.

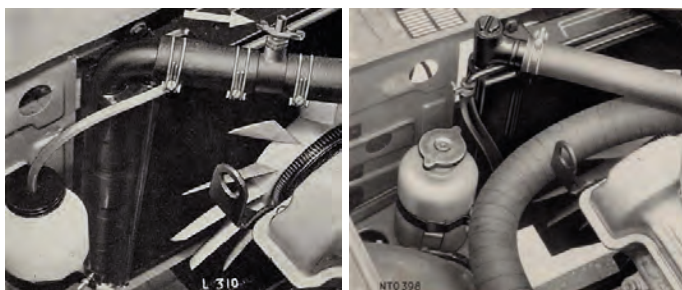
As the boiling point of water (and of water/antifreeze mix) increases as its pressure increases, the higher maximum pressure allows the coolant to reach a higher temperature before boiling.

Interestingly, in the later 20psi radiator caps which I have here, that little return valve is still in evidence. However, as the outfeed from the pressurised expansion bottle is fed directly onto the ground, I fail to see how it could be of any use. I presume that the caps around were all of this style and Triumph just used what was available not bothering that the return valve would have little influence on the situation.

So what changed ?

Obviously, the radiator for the early system was different to that of the later system and the differences can be seen in the two diagrams from the parts catalogues shown previously.

The main difference is that the filler pipe for the early radiator (part no. 402808) is on the right and has the pressure cap in its top whereas the filler pipe for the later radiator is on the left and has a brass plug in the top. The top hose connections for both are on the left of the radiator but the top hoses are different with the early system having a vent section and tap in the middle, the early top hose being comprised of part numbers 156473, 156512 and 156474 whereas the later top hose is part number 157375.



Photos from relevant driver's handbooks showing the early and the late top hose arrangement along with the overflow/expansion bottles.

The bottom exit positions of each radiator are slightly different so, although the steel central pipe across the front of the engine is the same for each system (part no, 156532) the two shaped elbows either side are different (part nos 153001 and 151925 early, 157377 and 157376

later). The early radiator had a drain tap (part no. 137830) in the bottom left hand end tank whereas the later radiator does not have this drain facility.

It should be noted that the pipe connections between the radiator and the thermostat/water pump were originally secured with wire clips and not jubilee clips. Many owners have changed to jubilee clips to prevent the hoses being cut when tightening the wire clips.

The plastic overflow pipe from the early system (part no. 215263) is a long pipe from the filler pipe on the right hand side of the radiator, over the radiator and down into the overflow bottle (part no. 137632 with screw cap no. 137742) whereas the expansion pipe on the later radiator comprises initially a steel pipe which is integral to the radiator and which runs across the top of the radiator to the left hand side where a short rubber expansion pipe (part no. 157383) feeds to the bottom of the pressurised expansion bottle (part no. 217983 with pressure cap no. 157271).

The brackets used to secure the two bottles to the front inner engine bay panel remained the same for both the overflow and the expansion bottle (part no. 137624).

To top and tail the radiator a painted steel ‘half moon, filler panel (part no. 216712) was fixed over the early radiator to complete the closing panel. However, this was changed during the time in which the early radiator was fitted, becoming the more complicated ‘half moon with extension’ panel (part no. 216712) which was used to take air into the later ‘non trumpet’ air filter box. This more complex panel was fitted over all later radiators.

Under the radiator a fan protection panel was fitted (part no 216746).

When did this change happen ?

Here is the tricky bit and it is not exactly straightforward so listen up. The parts catalogue shows this change as taking place at commission number LF 11277 (UK) and LE 10001 (USA), which is not true – partly because LF 11277 is not a commission number but an engine number.

This may be splitting hairs but the radiator change cannot be a function of an engine number because the engines fitted to cars did not come onto the line in anything like the numbered order – some being hundreds apart from the one before it. The production line could never have coped with having two radiators and associated items on hand and fitting whichever was correct once the engine number had been read as the car progressed down the line.

So, the parts catalogue, he speak with forked tongue (not for the first time either). If you now look at the driver's handbooks for the 1972 and 1973 Stags you will see that, rather than change the handbook contents, there is a special supplement issued in 1972 which deals with the new cooling system. This quotes that the change point is commission numbers LD10195 (home market) and LE 11277 U (USA market).

However, if you now look at the official workshop manual the change from the 13psi system to the 20psi system takes place at LD 10195 /LE 10001.

As far as I am concerned I would therefore conclude that the change occurred in the UK at LD 10195 (late November 1971) but that the date for the change in the USA is unclear. Was it LE10001 (October 1971) or was it LE11277 (February 1972) ? As this article progresses you may find the answer to this question.

It is probably worth stating that the changes in the cooling system were aimed solely at the radiator and closely related parts as there was no change in the water pump, thermostat or any other part of the engine (as far as I can ascertain). It is also noted that they occurred nearly a year before the LD/LE 20000 point which traditionally marks the Mk1 / Mk2 changes

Radiator Construction

Whatever part numbers they had, and whether the early or the late expansion/overflow system that they were part of, all Stag radiators up to 1976 were of four core, fin and tube construction with staggered tubes, this being an efficient arrangement. The tubes were arranged as 'crossflow' in that they ran horizontally between the two vertical tanks. The basic radiator depth of these four core radiators was 2 1/4" (57mm) and, at first anyway, they were manufactured by Coventry Motor Fittings of Grafton Street, Coventry.

The parts catalogue shows that the radiator part number was further changed at build/trim number T36373 (approx September 1975). According to the book Original Triumph Stag, this change took place in October 1976 but I cannot see any reason for saying this unless they have miscalculated the relevant date for T36373. The book says that this later radiator had a thinner matrix - which I understand was because it had a 3-core construction - and that it had square side tanks but I cannot say that I can see much difference in those I have here so if anyone wants to send in relevant photos to show the difference I would be grateful.

Apparently, the brass plug on the later radiator also changed part number, from ARA2404 to ARA2634, this change taking place at build/trim number T36373. I must admit that I cannot tell what the difference is but it may be to do with the radiator change which occurred at this time.

The Radiator Caps



An early 13psi radiator cap (right) and a much later 20psi radiator cap (left). I believe that the generic markings on the later cap shows it to be one of the GRC124 caps.

The first parts catalogue shows the 13 psi radiator pressure cap as being part number 149981 whereas later catalogues show that it has been replaced by part number GRC121. This may be a simple change in the supplier from AC to a more generic part without any manufacturer marking, but if anyone knows the real difference, please let me know.

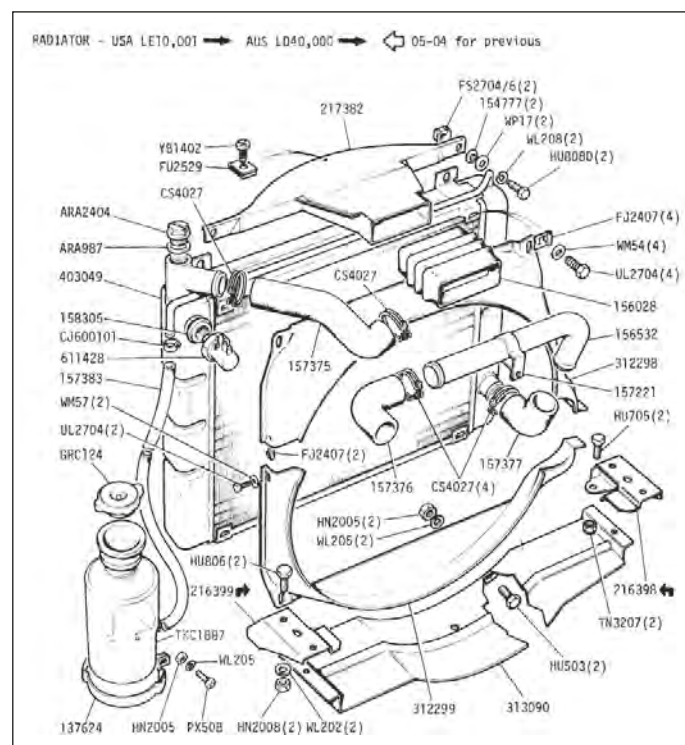
The later pressure cap (that on the expansion bottle) apparently also changed during the later part of production from 157271 to GRC124. Again, this was probably just a change of manufacturer rather than a change of style or function.

Radiator Drain Taps

The 1973 and 1974 parts catalogue shows that the later radiator may have been fitted with a high level drain tap under the filler pipe but, as far as I am aware, this is an error and all later UK market radiators were 'drain tap-less'

The Federal Cars

The early radiator and associated parts was duplicated in the USA, apparently up to commission number LE10000. The significance of this is that LE10001 marks the start of the low compression, emission controlled engines being fitted to the Federal cars. Due to the extra heat generated with this engine tuning, it is quite likely that this is what prompted the change in the cooling system in the USA and which was then applied to the UK market a month later. So maybe we now have the answer to when the change took place in the USA - at LE 10001.



Page 05-06 from the 1976 parts catalogue (519579-C).

At this time the USA acquired another different radiator (part no. 403049), this one having a vacuum vent and HSG switch (part no. 158646) located in a threaded adapter

(part no. 158305) at the top of the left hand end tank. I believe that this is to do with the emission control system but I do not know exactly what it does or how it works. Answers on the traditional postcard please.

To aid cooling, a two part fan cowl (part nos. 312298 & 312299) was specified at LE10001 in order to ensure that the air drawn in by the fan was drawn through the whole of the radiator and this was used with a different fan guard (part no. 313090). These were mounted together using end brackets (part nos 216398 & 216399).

By this time all cars were fitted with the later style air filter box with the air infeed taken from in front of the radiator utilising the 'extended half moon' panel (part no. 217382) so this was now shared with the UK market cars.

These parts were all phased out at the end of 1973 when the Stag was withdrawn from the USA. It was, however, resurrected for the Australian market at the end of 1975 (from LD 40000) as Australia had similar emission controls to those applicable in the USA in 1973.

The Exceptions

As always, it is the exception which proves the rule (which is actually a load of old rubbish as an exception is an exception and therefore does not prove the rule, but I was struggling for an opening sentence so you got

some rubbish) as if you look carefully at the very first publicity photos, the top hose of the very first engines was a single piece and did not have the bleed tap inserted. Even photos of the press cars later in Summer 1970 show the bleed tap so don't think that this exception extended very far at all and was obviously altered very early when someone suggested that it would be useful to prevent air locks when filling the system.

A secondary issue which can be seen in the very early photos is that the right hand heater rail pipe is actually connected into the bottom hose and not into the water pump cover. How interesting (well, I find it interesting) and if anyone has any of these special parts – like a water pump cover without the side spigot, please let me know.

That's taken some work to finish ! Such a simple part and such a problem trying to sort out all the misconceptions and misinformation put out by Triumph.

Next month I will move to the less contentious issues of the carburettor and the bits which feed it the air which it needs.

Peter Robinson

© Peter Robinson 2025

Triumphstagshop

01564 824 414 or 07595 021 777

Email: sales@triumphstagshop.co.uk



Looking for low miles, low owner, original Triumph Stags, or ones that have been rebuilt. Top prices paid - quick, hassle free, private and confidential sale guaranteed. We also have customers waiting for Stags to rebuild, or ones that have been in storage and that need a bit of work. So if you have one that you are looking to sell please let us know.



Aldridge
EST. 1981
TRIMMING

Aldridge

We share your passion

CALL OUR TEAM ON 01902 710805

sales@aldridge.co.uk • www.aldridge.co.uk

SUPPLIERS OF CLASSIC INTERIOR TRIM

SOC NATIONAL DAY 2025

THE SHUTTLEWORTH COLLECTION SAT 12TH – SUN 13TH JULY

It was in 2024 while attending an All Triumph Day at Shuttleworth that I saw the possibility of a Stag National.

I was introduced to a member of the management team at Shuttleworth and expressed an interest in holding a National Day at Shuttleworth. I had forgotten the push I had had from the club president earlier in the year after seeing the advert in the club magazine promoting the venue at Shuttleworth. A date was soon agreed with the National committee and Shuttleworth, which then expanded from a one day event to a weekend event when some members expressed an interest in a run on the Saturday and a social in the evening. Shuttleworth were very helpful with all the arrangements and we were very lucky that they were holding a Summer Fete on the same weekend which gave extra interest for all.

Shuttleworth were also accommodating in providing the use of the House rooms and dormitory along with camping and caravanning on site.

I managed to get permission from Shuttleworth to have traders attend so set about trying to get the Stag Parts suppliers to attend along with the second hand traders.

The weekend had arrived in no time and we were lucky with the weather over the weekend with a heat wave. 201 cars had pre booked to attend and on the Saturday 100 cars registered with 82 going on the run and the Saturday Hog Roast had 145 people attend. Although it was a little late setting up, it was well received with a lot of meat left and seconds were offered.

Sunday started early for me as I had arranged for the gates to be opened to allow the traders to arrive and setup before the Stags began to arrive at

9:00am. On arrival the stags were marshalled around the rally field to have a photo taken of their car in front of the control tower and the Comet airplane, which was arranged with Shuttleworth to be positioned for the morning. 156 Stags were counted at midday with another 15 daily drivers parked nearby, Sadly I heard of a couple of Stags that had broken down on route and some members decided not to bring the stag due to the extreme heat of the day.

Sunday also gave opportunity to meet with the committee and see parts from SOCTFL and Accessories.

I took advantage of the camping and caravan facility and counted 12 Stags also staying on site along with members in the house and dormitory rooms, which were fully booked over the Friday Saturday and Sunday.

Pictures from the Sunday taken in front of the plane are on the club's website along with a video I took from the top of one of the vintage open top buses that were providing rides to and from the Summer Fete.

Roger Kennedy

Pictures by Roger Kennedy and Jan Fuss



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







A BRITISH COMPANY SUPPORTING BRITISH CARS

TR2-5 - TR6 - TR7 - TR8 - SPITFIRE - STAG
GT6 - 2000 - 2500 - 2.5PI
DOLOMITE - SPRINT - HERALD - VITESSE

ALL THE PARTS YOU NEED

FROM THE SMALLEST
 NUT & BOLT TO ENTIRE BODY
 PANELS & EVERYTHING
 IN-BETWEEN

QUALITY PARTS & ACCESSORIES
FAST & RELIABLE WORLDWIDE DELIVERY
EXTENSIVE WEBSITE
VAST STOCKS AT 100,000 SQ FT HQ
KNOWLEDGEABLE STAFF
FREE COMPREHENSIVE CATALOGUES

ASK US FOR A
 FREE CATALOGUE

FOR ALL MODELS
PRICE MATCH
 TRADE & WHOLESALE
 ENQUIRIES WELCOME

WEB - www.rimmerbros.com

EMAIL - sales@rimmerbros.com

TEL - +44(0)1522 568000

Rimmer Bros., Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA.

SEE OUR SOCIAL MEDIA



MORE OF YOUR COMMENTS...

Thanks to Rod, Carl and all in the SOC National day 2025 team. A great and well organised hot weekend with lots to see as well the Stags – thank you.

Paul, Karen, Dan and Poppy (S&NE)

.....

Many thanks to all involved in organising National Weekend, making it happen and choosing the excellent venue.

Rupert Klaiber (Cotswolds Area)

NATIONAL DAY REPORT FROM THE OXFORD AREA

The Stag National Weekend this July was blessed with glorious weather as members from all over the country descended on the Shuttleworth Collection, the renowned museum of historic aircraft and vehicles located at Old Warden Aerodrome in Bedfordshire.

The Shuttleworth site itself made for a superb venue. Founded by Richard Ormonde Shuttleworth — an aviation and motor enthusiast who began collecting and restoring rare aircraft and cars in the 1930s — it remains one of Britain's most fascinating heritage collections. After his untimely death in 1940, his mother established the Shuttleworth Trust to preserve his extraordinary legacy. Today, the museum is famous for its unique, airworthy vintage aircraft, from delicate Edwardian biplanes to iconic WWII fighters, many of which still take to the skies at regular airshows. Alongside the planes are historic cars, motorcycles, bicycles, and agricultural machinery, painting a vivid picture of early 20th-century engineering.

Against this evocative backdrop, around 200 Triumph Stags gleamed proudly in the sunshine. The cars were shown at their very best, showcasing the full spectrum of colours — from vibrant reds and greens to classic whites and yellows, each one immaculately presented by its owner. It was truly a feast for the eyes and a testament to the passion and pride of the Stag community.

On Saturday evening, the Oxford Stags gathered to enjoy a delicious pork roast, seated together in the sunshine, catching up on news and admiring the parade of Stags all around us. Some of us were camped in the grounds in fabulously quiet and picturesque surroundings, whilst others made a short onward journey to a hotel in St Neots for the night.



During the weekend, there were plenty of interesting side shows and stalls to see, and a music stage. For those who fancied a break from the cars, there was chance to explore the Shuttleworth House and Swiss Garden was not to be missed. Wandering through the Swiss Cottage gardens was a highlight — peaceful, elegant and full of charm, with shady spots that provided some welcome relief from the blazing sun.

And hot it was — the heatwave made it one of the warmest Stag Weekends in recent memory. Overall, it was a superb weekend — a wonderful blend of cars, heritage, and good company. The Shuttleworth Collection proved to be a perfect setting for our Stags to shine. Thanks must go to all the organisers and volunteers who made the event run so smoothly.

Richard Green Snr



NATIONAL DAY REPORT FROM THE KENT AREA

Ten cars were booked to go to the National Weekend at Shuttleworth, some travelling on Friday, others on Saturday, we were booked in to a variety of hotels around the area with most staying at the Statton House Hotel in Biggleswade.

Some of us had elected to travel earlier and stop off at Bletchley Park, the base of the secret government establishment that was home to the WW2 codebreakers and the early computer development that speeded up the process. This is a very interesting place to visit with many areas to see, unfortunately it proved to be the warmest day of the latest heatwave and we soon started to feel the heat, we left earlier than planned but with a resolve to return later in the year when it was cooler and make full use of our annual entry tickets.

Saturday saw us up early and after breakfast we made our way the short distance to the Shuttleworth collection where we registered, received our hog roast tickets, gift and route plan for the days trip around the Bedfordshire countryside. The route had been well planned with many options for sightseeing and refreshments and the locals were perhaps surprised to see multiple groups of stags on some of the country roads. Again, it was a very hot day and eventually we sought the shade of a large tree

in the garden of a country pub where we enjoyed a light lunch and a refreshing drink before returning to our hotel to freshen up. The evening saw us return to the show ground for a Hog Roast which was enjoyed by all, it's not often you can sit out in this country until dusk without feeling chilly but it was a perfect evening.

Sunday was the big day and an early return to the showground to join the expected 180 stags lined up in several rows in front of the main hangers. The event was very busy with a large craft fair, 6 hangers filled with vintage aircraft, the house, vintage busses, and planes taking off and landing during the day. In addition, there were some autojumble and traders stands. EJ Ward had an interesting display of a stag fitted with a fuel injection system that they are developing and is currently undergoing trials. I will leave you to make your own decision. The public attended in their masses and there was plenty of interest in the cars.

Eventually it came to the time to leave and we were rewarded with a good run home with only two short lived instances of slow-moving traffic. Our thanks must go to the organisers for all their efforts which were richly rewarded by the level of attendance. We wait to see where we will be going next year.



AUF WIEDERSEHEN & BON JOUR

A POST-ESM VISIT TO THE LAON HISTORIQUE

Having booked and enjoyed the excellent 2025 ESM at Nuremburg, followed by the Kent Area group visit to the Black Forest, organised by Scenic Car Tours, I “persuaded” my partner Jan that as we were already on the mainland, we could attend the Laon Historique on the way home.

Now, prior to our meeting some four years ago, to Jan, a classic car was a 3 year old Mini that required changing. She never envisaged driving around Europe in a 50 year old open top car, likely to break down, so our relationship was a bit of a culture shock to her. Nevertheless, she became an active part of the Kent Area and a support to me. So, we booked Laon through Scenic Car Tours and managed to get an upgrade at the Golf Hotel.

A final farewell to our fellow Kent area members at the Freudenstadt hotel in the Black Forest (they were heading back to UK) and we set off for Laon. As it was a journey of 290 miles, I calculated that I could make it without refuelling on the motorways (I have the 4 speed auto giving 30 mpg on a run). I decided that due to the distance, we would take the toll (peage) and motorway routes. Skirting just south of Strasbourg we crossed the border and joined our first peage. Stop, take ticket, leave, present ticket, flash credit card, simples. Next peage, flash card and prepare to join new motorway, “dam” missed the slip road. Back on to original motorway for 10 miles, flash card, leave, go round roundabout, back on to peage, after taking ticket, back 10 miles, flash card and back where we were 20 miles ago and back on route. Stopping for coffee and a rest stop, we knew we were in France as the motorway services toilets had no toilet seats!

The miles slipped away, another rest break and



Flying the flag on parade.

eventually it was time to leave the motorway and head to Laon. By now the fuel warning light was flashing “don’t worry dear, they all do that” but the gauge needle was ominously low, “don’t worry (again), we will stop at the next petrol station”, but there wasn’t one! We arrive at the hotel with the fuel warning light burning a hole in my eyes.

Hotel Du Golf was seemingly taken over by the Morgan Owners Club with dozens of them all neatly lined up, but, in the middle of their neat line up was one space, so my Stag took that.

Next day, off to Laon, but first some fuel. Luckily there was an unmanned station en-route with Euro 5, but this had to be the slowest fuel pump in the world. 1litre per 30 seconds and after 20 litres it stopped. Still better than nothing. Arriving at the assembly point Parc Foch, we collected our “goody bag” with our route instructions and departed for the day’s run. Now, to avoid congestion with 800 cars on the same route, the organisers split it into Route A, clockwise and Route B anticlockwise. Simple, with the appropriate Tulip Route B in our goody bag we were ready to go. Jan has had some experience with Tulip Rally instructions so I felt confident in her navigation skills, so, out the Parc, turn right on the one way system, follow everyone round the roundabout and off we go. After about 10 minutes Jan said “you know it’s strange but none of the route segment signs match up” A quick check revealed that we were going the wrong way round i.e. following Route A, which we didn’t have! Never mind, we shall just follow everyone else. All very good until the ones up front make a mistake.

Eventually we reached the halfway point Circuit de Folembay, a car race track, for lunch. 800 cars with an average of 1.5 occupants equals 1200 people. There were TWO single toilet cabins. Luckily the track was



DJT wonders why Europeans don't buy American cars.

surrounded by woods so one could see many desperate looking people going into the woods and coming out with smiles on their faces.

The return trip to Laon was accomplished by our following our Route B in reverse, simple, but challenging. On arrival at Parc Foch we were greeted by a cup of Champagne (well it is a driving event in France)

Day two we drove to our assembly point, caught the shuttle land train up to the old town to view the assembled invited cars and the Mayor's reception in the town hall, with champagne of course. During the introduction, one of the organizers, after asking how many UK drivers there were, commented that the Laon Historique had become a British car event in France! We then returned to our cars for the procession around the town using a closed route. Can you imagine any town in the UK closing the centre for a car display then closing its ring road for classic cars to parade around?

We travelled home on the Monday and, as we had plenty of time before our ferry crossing, set the satnav to avoid all motorways and viewed some really quaint villages en route. Our route followed what was the front lines during WW1 and included many military cemeteries, one particular one,

British, named Café Rouge, was very poignant. We felt that we had to pay our respects and left our Union Flag that we had flown during the drives at Laon.

For the ferry, I had booked the club lounge, what a relief as there were several coach loads of school children on board seemingly running amok. The cost included a peaceful lounge with armchairs, beverages and hot and cold food, well worth the extra cost.

The trip to ESM, Black Forest tour and Laon took 1760 miles and I averaged 28 mpg with no car problems.

Keith Daley (19474)



Our flag at war cemetery.

Caminos
by Casas Cantabricas

Independent Motor Touring in Spain & Portugal



Bespoke tours for groups and individual travellers

Discover a different side of Spain & Portugal with our bespoke, self-drive itineraries.

Explore the Picos or the Pyrenees - make a dash for Porto or head for the Med.

Travel when you like, at your own pace, and stay in our delightful, hand-picked hotels.

Spain and Portugal - the perfect backdrop to the classic car road trip of a lifetime!

Cruise to Northern Spain with your treasured Stag and explore breathtaking mountain roads and stunning coastal drives, world-class heritage sites, wines and gastronomy - all straight from the ferry!

caminos.co.uk 01223328721



THE CLUB STAG ARCHIVE

The Triumph Story, Part 19 – Late Fifties Expansion

Last month we learned of the changes in management which took place in the mid fifties and there is one more step to undergo before being able to talk about 'Triumph' instead of 'Standard' and that is to record how the company expanded its manufacturing base during the late fifties.

The Policy

Whereas Sir John Black had considered 'his' Standard Motor Company to be the basis of money earning, his replacement as Managing Director, Alick Dick, saw that, with all the company's competitors being taken over or closing, Standard had to expand in order to be able to stay with the pack. He therefore started to look around for a partner.

That was not an easy task as a number of smaller 'likelies' had already been gathered up by the Rootes brothers and BMC now included not only Austin and Morris but also Wolseley, MG and Riley as well as manufacturing under the Austin-Healey name and owning both S.U. Carburettor Co. Ltd. and, by 1953, Fisher and Ludlow Limited (the owner of the Tile Hill and Castle Bromwich factories occupied in building saloon bodies for Standard).



Vauxhall had been one of the oldest automotive manufacturers in the UK but had been bought by General Motors in 1925 and therefore also had links with Opel on the continent.



The number of 'possibles' was therefore rather small – and included Rover and Jaguar – but there was always the possibility of a merger with one of the two British conglomerates or maybe even one of the USA majors.

Merger Talks

The first company approached was Rover – after all there was a family connection between Alick Dick and Spencer Wilks, the MD at Rover. At the time there was a mutual benefit to a merger as Rover did not have a diesel engine for their Land Rover whereas Standard had the diesel which they marketed in the Vanguard with a version being used in the Ferguson tractor being made at Banner Lane. Talks in 1954 got as far as proposing the name for the new holding company and discussing who was to be the ultimate head of the organisation but they floundered over the Willy's Jeep.

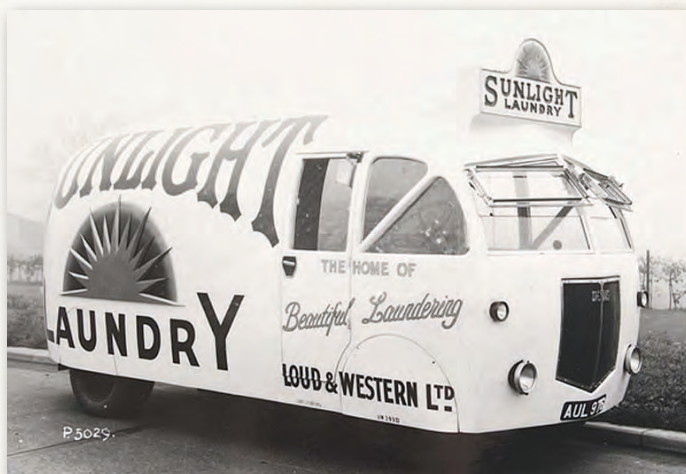


A Jeep from the fifties. I personally think that the Series 1 Landy is a better looking vehicle.

Willy's-Overland manufactured the Jeep in the USA and when it got out that Standard were in talks with them about the possible manufacture of the Jeep in Europe, the relatively conservative Rover management withdrew, as a contest of Jeep v Land Rover was just not on the agenda for them.

Next up was Dennis Brothers in Guildford. Dennis had previously made cars but had settled on commercial vehicle production – particularly fire engines and refuse trucks. Dennis had surplus factory space and the two product lines were complimentary but the talks in 1955

were not fruitful when Standard considered the large investment needed to modernise and diversify the Dennis product line.



A Dennis van for the Sunlight Laundry. Could these have been pouring out of Canley alongside the TRs ?

At the tail end of 1956 discussions on the possibility of streamlining the two overseas sales operations of Standard and the Rootes Group extended into possible merger talks but it became clear that the Rootes brothers would not relinquish any hold on running the new company and Alick Dick was not enamoured with the prospect of he and Lord Tedder, the Standard Chairman, spending huge amounts of time trying to manage the respective Roote's egos instead of running the company. Talks got as far as discussing the organisational details of the holding company and the joint Managing Director appointment but when Massey Ferguson got involved it all became too complicated and the talks floundered in April 1957.

While the Rootes merger was being discussed, contact had also been made with Chrysler, who had thought that Europe was a market to be involved in. They had approached Standard to discuss the supply of common engine and chassis parts to a European Chrysler factory but, although talks did get a little further, nothing came of them.



Neither can I see these being built on the Herald production line. This is a 1957 Chrysler New Yorker.

When the Rootes talks broke down, Massey Ferguson stepped in with the proposal to take over Standard. Although the Board were troubled that, in the background,

Massey had been acquiring Standard shares, Massey's potential offer of a £2M investment into Standard was well received. Unfortunately (or fortunately), the talks coincided with a stock market crash such that Massey's share value was badly hit and Standard withdrew in September 1957.

However, Massey were not amused and hit back during 1959 by interfering with a potential takeover by Standard of Mulliners – the specialist body building company which Standard employed to manufacture its low volume or special bodywork. The deal with Mulliners did take place but the episode led Alick Dick back to Rover although talks did not get very far and no more was spoken of mergers or takeovers for another year by which time the British economy had switched and with it the fortunes of Standard.

Acquisitions ...

There are, however, more ways of getting bigger than by merging with similar companies, especially when you are cash rich, and Alick Dick made a number of moves on its suppliers in order to secure the components it needed for car production.

Mulliners Limited

By 1954 Mulliners Ltd. were building bodies for the TR2 and for Vanguard specials, such as the estate car, as well as working for Alvis, Aston Martin and Sunbeam. Standard also used Pressed Steel at Cowley and Fisher & Ludlow but with Fisher and Ludlow being bought by BMC, there was some doubt as to the supply of all the bodies that Standard would need in the future and in June 1954 Alick Dick procured a deal whereby, as Mulliners other contracts completed, it's whole output would be put at the disposal of Standard.



A 1953 Alvis TD21 the coachwork of which was by Mulliners. By the time Standard took an interest in Mulliners this style was old fashioned so Standard probably did everyone a favour by guaranteeing their production when the TD21 contract came to an end.

This obviously procured an amount of future capacity and this was cemented in 1958 when Mulliners was bought in its entirety by Standard, although, as noted

above, Massey-Harris-Ferguson made a failed counter bid in an attempt to thwart the deal. However, Standard prevailed and therefore secured 360,000 sq ft of extra production space, including that of Forward Radiator Co Ltd., a metalworking company owned by Mulliners and with premises in Cherrywood Road, Bordesley Green Road and New Canal Street, Birmingham from where it supplied radiators, fuel tanks, oil tanks and other sheetmetalwork to the automotive manufacturing sector.



An advert for Forward Radiator Co from 1940. At that time they would have been manufacturing these as ancillary items for War Office contracts elsewhere.

At one time Forward Radiator Co were making 650 TR body sections each week. Although Mulliners premises were closed by Standard-Triumph in 1960, Forward Radiator continued into British Leyland ownership and it is quite likely that the petrol tank in your Stag was manufactured by them.

Beans Industries

Beans Industries had started in business in 1822 as A. Harper & Sons Ltd, providing castings from a foundry in Dudley. As a shell maker (21,000 shells a week left their premises during WWI) they fared well but in 1919 they branched out into car manufacture to replace the lost war work. Despite ups and downs, car manufacture continued alongside commercial vehicle manufacture until 1929 with commercial vehicle production ceasing when the company went into liquidation in June 1931.

Rescued by the steel makers Hadfields, the business became concentrated on castings for the motor industry from premises on Hurst Lane/Sedgley Road, Tipton. In 1956 'The Bean' as it was called locally, was supplying castings to Standard for both cars and tractors and was in the process of building a large extension to its foundry for the manufacture of parts for the new Ferguson FE35 project (see Article 14, April 2025). The offer by Standard to take over the Beans concern was welcomed as finance was becoming tight.



A 1954 advert for Beans Industries Ltd. just before Standard acquired the whole facility.

Beans Industries, as it was then known, continued to supply iron castings to Standard, Standard-Triumph and British Leyland for a further 30 years. If you have a good look at your engine you will see a little round mark cast into the block, That is the mark of Beans Industries.



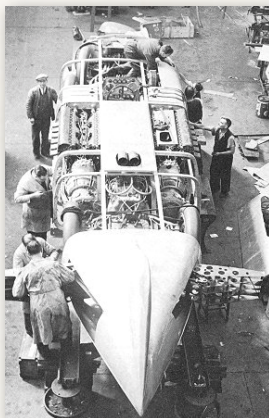
The Beans Industries Limited mark cast into a Stag block. You can just see the 'IL' inside the bottom of the 'B'.

When Margaret Thatcher's government broke up British Leyland, Beans was acquired by its management who then also bought Reliant. When Reliant finally failed in 1995, Beans went into receivership and was bought by Eisenwerk Bruhl, a German engineering group which revitalised the foundry. However, this investment left the company in considerable debt and the management again bailed the company out, naming their new concern Ferrotech Limited. Ferrotech supplied many castings to the Rover Group and when the Rover Group failed in 2005, Ferrotech were left with a large client hole to fill and in September 2005 they closed their doors forever, the factory eventually being demolished. The site is currently scheduled for residential redevelopment.

For a good summary of the whole Beans story visit www.historywebsite.co.uk/articles/Tipton/Bean/Cars.htm

Perhaps one of my little diversions is now in order. You may not know very much of the cars which were labelled with the name 'Bean' as they did not take the World by storm. However, because 'The Bean' could build cars, in 1937 they were contracted to build a very special world record breaking car.

'Thunderbolt' as it was named, had three axles and eight wheels and was powered by two 36.5 litre, Rolls Royce V12 engines developing a total of 4,700 bhp. The vehicle was 30ft 5in long (just over twice as long as a Stag) and weighed 7 tons.



Thunderbolt being assembled at The Bean in 1937.

For the record attempt, Captain George Eyston, the driver, took the car to the Bonneville Salt Flats and, despite some problems, on 19th November 1937 the car took Sir Donald Campbell's record by achieving an average of 311.42 mph. This was raised to 345.49 mph on 27th August 1938 but remained as world record holder for only 19 days before John Cobb managed a run of 350.2 mph in his Napier Railton on 15th September. Eyston, not to be outdone, made some alterations and had another go achieving 357.5 mph on 16th September.

This time the record was held for nearly a year before John Cobb raised it to 369.74 in August 1939 (and again after the War to 394.2 mph). Unfortunately, Eyston could not fight back again as the War intervened and it is believed that 'Thunderbolt' was destroyed in New Zealand when a fire broke out in the warehouse housing it.

Capmartin Road (The Radford Plant)



The Daimler factory in Radford during 1938. The Capmartin Road shadow factory is the white roofed building top right.

During the War Daimler oversaw two shadow factories, one at Brown's Lane in Allesley, which became the home of Jaguar cars in 1951, and one next to their main site in Radford, to the North of Coventry. In February 1958

Daimler deemed the Radford shadow factory to be surplus to requirements and in the November Standard took a lease on the property which was accessed from Capmartin Road.

The 300,000 sq.ft. Radford Plant supplied scout cars, armoured cars and many other military items for the War effort but Standard equipped it for transmissions machining and assembly. Although also providing gearboxes and engines at various times, all the rear axle and suspension sub units for the 2000 and Stag were built at the Radford Plant and shipped to Canley for final assembly.

Fisher and Ludlow, Tile Hill

I have dealt with the origins of the Tile Hill factory in Part 12 of this story (February 2025) but to summarise: the factory was built before the War to provide bodies for the Flying Standards. In the forties and fifties it continued to provide bodies for various Standard saloons, the last contract being for the Pennant. In 1953 Fisher and Ludlow were acquired by BMC and it was made clear that when the current contracts came to an end, BMC would not be supplying bodies to their competitors. However, it so happened that without the Standard work there was no need for the Tile Hill factory and it was closed down in 1958. Alick Dick took the initiative and directly asked Leonard Lord whether Standard could buy the factory and, surprisingly, an offer of £725,000 for the fully equipped facility was accepted.

The factory was vitally important as a body supply plant for Standard-Triumph through the sixties and seventies although it had little to do with Stag.

... And a Sale

As detailed in Part 14 of this story (April 2025) Standard and Massey Ferguson parted company in 1959 with Standard doing quite well out of the deal. The reason I am raising it again is to finalise the changes made within the Standard Motor Co. during the fifties.



However, there is another reason for finishing here as at a General Meeting which authorised the sale of the tractor plant in August 1959, another important decision was made – that which proposed the holding company name be changed to Standard-Triumph International Limited. Thus, in my future articles I can truly refer to Standard-Triumph instead of Standard and we can see how the modern Triumphs – those which we all know and love – came about, starting next month with Zobo.

Peter Robinson © Peter Robinson 2025

OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

NORFOLK

Norfolk Area's 45th Anniversary Day (Chris Liles reporting) On July 9th 1980 Sue & I took a friend & met 2 other couples at the Pineapple pub (long defunct) at Trowse to form Norfolk Area's very first Noggin 'n' Natter. We had no idea that we were starting a Stag dynasty! 45 years later at 09.00, 16 Stags plus some Euro-boxes & 50 people arrived at Wensum Valley Hotel in Taverham to enjoy bacon butties, tea/coffee & lots of chatting. At 10.30 personalised (to this Area event) 'Goodie bags' were distributed, each with similarly personalized pens, key rings plus note books & handy cloths. Also, flyers devised by Kevin Mellor & myself of the World in 1980 plus local SOC milestones since then. Importantly, the bags also contained the route for our drive, kindly devised for us by Mike & Sue Skinner.

Heading off on this lovely 40 miles drive around north & east Norfolk, all went well until it was found BT had decided to close the road at Whitwell. Differences in personalities emerged here. Some disregarded the 'Road Closed' signs & found they could still get through & continue the route. Others were reluctant & instead followed the diversion. Irrespective all eventually ended up at Fairhaven Woodland & Water Garden at South Walsham.

After settling-in we started a leisurely walk through ancient woodland (past King & Queen Oaks) to Fairhaven's staithe for our boat trip around South Walsham Broad. Showers had been forecast all day & it was indeed wet below & above the launch! However, this short shower was the only rain we saw all day & we strolled back through the acres of gardens for our sumptuous Afternoon Tea, served up under marquees. Although fairly full, we still found room for a lovely surprise anniversary cake, created



by Sonya Bolton (Kevin & Jan's daughter) which not only looked good but tasted excellent too – many thanks Sonya. It impressed us again at our N&N two days later too.

Kevin thanked Mike & Sue for devising the run. Also, I give sincere thanks to today's organisers, who are also our local Team comprising (L-R in photo cutting the cake) Kevin & Jan, Sue & I plus Peter & Jean. We comprise an awesome current Team which (along with our predecessors) has helped Norfolk Area evolve from it's humble beginnings in 1980 to the SOCiable leviathan we witnessed today.

All the above elements of our Anniversary Celebration only cost each attendee the sum of £12.50 for the entire day! Everyone agreed it was fabulous value for money - thanks to all the N&N raffle tickets you have bought allowing heavy subsidisation from our local funds. Also, thanks to Kevin's negotiation skills in achieving a stonking deal with www.fairhavengarden.co.uk who were absolutely superb on the day. If you want to flash your own commemorative Norfolk SOC Anniversary tote bag, they are only a fiver at N&Ns & you'll help rebuild our funds.



Photos courtesy of Kevin Saggars, Andy McArdle & me plus dozens more are on our web page at www.stag.org.uk – do you feature in them?

August Noggin 'n' Natter was an even more sociable evening than usual for 42 folks. Long term member Andy Potter sold his Stag & left SOC in 2007 but decided to pay us a visit, bringing regards to anyone who remembers Jodie & himself. Have you got Pimento auto Stag XCL 144S? Then we could put you in touch with Andy who can add anecdotes for your car's History File. Great to also see Aidan Platten with daughter Alice on an all too rare visit.

We reviewed recent past events including National Day which was supported by 8 local Stags whose occupants enjoyed both the event & hotel accommodation. Ian & Nancy's BBQ went down as well as always (especially the Tomahawk steaks!) with 28 members who particularly enjoyed their organised trip to Langham Glass. The 'Football Croquet' was a sight to behold. Terry & Colleen plus Charles reported that the Mundesley Motor Show was an excellent event worth supporting next year.

We discussed future planned events which include a Quiz on 16th November & another Games Day on 22nd February, both dates currently subject to availability of Little Melton Village Hall. It may seem strange that we work 6 months ahead on your events but venue bookings make it a necessity. Remember if you have an idea for any sort of event which could entertain us, just let anyone on our Team know & we can help turn it into reality.

DIARY DATES

✦ 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 which goes to Co-ordinator & Deputies ...

- Kevin Mellor (Co-ordinator) 07957 790764
- Chris Liles (Deputy) 07885 253525
- Peter & Jean O'Neill (Deputies) 07917 431285.
- Ray Prescott (Photos Archivist) send him your photos via WhatsApp.
- Steve Bradbury (Events Co-ordinator) send details of events of potential interest to steve.j.bradbury@btinternet.com

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

BEDFORDSHIRE & NORTHANTS

July has been a busy month for me with coming back from holiday straight into the Stag National weekend where I took the caravan to be on site. Followed by a good turnout for our Natter and Noggin and a couple of evening car gatherings at local pubs, plus a SOCTFL committee meeting and a National Committee meeting, then the Sunday area drive out.

Natter and Noggin

Thursday Natter and Noggin was well attended with 6 cars in the car park which provided the opportunity for some members to go delving under the bonnet of one of the cars and comparing modifications. We were lucky with the weather again and we sat in the garden but were plagued with wasps.



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

2025 Stag National at Shuttleworth was very well attended and I wish to thank all Beds and Northants members who came to help. It was much appreciated and helped with what is believed to have been a great success. See my article and photos somewhere within the magazine.

Oakley Sports and Social was well attended by Stags but sadly I had to miss this event. However I did manage to get to the midweek meeting at the Compasses in Greenfield.

Guy was the only Stag that attended the Friday meeting at the Red Lion organised by the Hells Angels and he informs me that it is perhaps one to avoid in the future as it is being spoilt by boy racers racing up and down the street and making loads of noise.

The Sunday run was well attended to the tea rooms at Southill with 7 Stags and a modern convertible arriving at the Car park in Woburn before we set off across the mid county to Crème Brew Lait tea rooms. I had prepared the route before hand and sent it out via what's app and email for Members to print out or load them on their sat navs. We were fortunate that the weather was dry as we set off with all following me through the deer park which



gave opportunity for some following to get a picture of a Stag looking at a Stag. We managed to keep all the Stags together in convoy as we travelled. The owner of the tearoom had obtained permission for us all to park in the village hall. On arrival we had tables reserved in the garden which was a worry as the weather forecast was for rain, but we all sat down and having already prearranged the food order it was just a matter of ordering drinks and payment. Although the rain did come it was only a few spots and did not spoil the day but not wishing to stretch our luck most decided to head home after they had eaten.

What's App Group

Sadly I have had to introduce some rules for our group as we have now had three members leave the group due to too much unrelated posts being put up followed by a lot of comments, This is sad as the group was set up to give members quick information about events and car shows that might have missed the magazine and provide some help with Stag related problems which has always managed to get good technical advice normally straight away. Plus the opportunity to post Stag related items for sale.

Therefore, the rules are:- No political or racist posts. No non-related Stag posts, that includes copy and paste items from 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

- 🚗 September 9th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- 🚗 September 17th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- 🚗 September 18th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- 🚗 September 28th Sunday drive meet at Woburn Car park 10:30 (what three words /// plug.doll.stylis)
- 🚗 October 16th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- 🚗 November 20th Natter and Noggin RED LION Elstow Bedford MK42 9XP

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

Mobile: 07816 271237 rogkennedy44@aol.com

ESSEX

Last month as I mentioned before was our busiest month for a long time with 4 events.

Hyde Hall Classic Car show was a good day and we were lucky with the weather. A lot of interest with the Stags from the public, so much so, Mick saw our line up and ended up buying one and joining the club, welcome Mick!

For those of you who went to National Day, what a great day it was and so well organised by Roger Kennedy and the team. It was great to see traders there too as it's been many years since they attended. The sun was shining and all tops were down. Well done all involved.

We then had our area BBQ at Jason and Natalie's. Thank you again for hosting, it was an excellent day and so well attended. Jason needs to charge people for garage tours. Really enjoyable and as you would expect, well organised. Thank you.

A few of us took part in the London to Southend Classic Run and soft tops were down and a great route was handed out at the beginning and many cars took part, believe it was around 100 classics. The Route ended up at Southchurch Park near the seafront and drew a good crowd from the public.



For those of you who are going, it will be our weekend away in Norfolk, report to follow.

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

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

- ✔ September 4th – Club night, Old Windmill
- ✔ September 14th – Maldon Classic car Show
- ✔ October 2nd – Club night, Old Windmill
- ✔ October TBA - Night Run
- ✔ November 6th – Club night, Old Windmill
- ✔ December 4th – Club night cancelled
- ✔ December TBA - Christmas meal, raffle and awards

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com

CAMBRIDGESHIRE

Following on from our July event at Shuttleworth I was unable to publicise another special event on the following Saturday, as it had to be a best kept secret. Congratulations to all Cambridgeshire members for making sure that it was. Having been approached by Adam Golding, son of Richard and Lesley Golding, who support most of our events, I was asked if we could gate crash a party with our Stags, bibbing horns etc, for a surprise arrival at Richard and Lesley's 50th Wedding anniversary. We duly obliged, but as it was raining, the waving and shouting was kept to a minimum. However, the rain did not deter the celebrations as the guests were protected from the elements in the marquees and two wonderful classic British Rail, First Class, Railway carriages sited on their farm. The setting was beautiful, looking out on the Fens,

big skies, wheat blowing in the wind and lots of fun and laughter. Thank you to the Goldings for their hospitality and we wish you many more happy years together.

Our September event is a mystery Drive from Brampton and finishing in South Cambridgeshire for Lunch. Our year will shortly be drawing to a close and so I hope we can all turn out, drive our Stags and enjoy a good Natter.

DIARY DATES

- ✔ Sun 7th September Mystery Tour and N&N
- ✔ Wednesday 15th October Quiz night and N&N at the Admiral Wells Pub, Holme
- ✔ Sunday 23rd November Early Christmas N&N Get Together, The Elm, Abbots Ripton

Cambridgeshire Team

Chris Grove (Co-ordinator) Mob: 07950 022200

Email: chris.grove.stag@gmail.com

Rod Kennedy (Deputy)

Sue Cheffins (Deputy)

SUFFOLK & N.ESSEX

July saw a number of us head over to Bedfordshire for the Stag National weekend at the Shuttleworth Collection. We, along with many others from around the country, made a weekend of it. What a gloriously hot one it was too. We assembled at the Shuttleworth Collection for the Saturday run and after collecting our mugs (what a nice memento) and having fitted our rally plates, our group of 7 Stags set off on the well set out route provided. I said we would have to stop at the Cardington airship hangers if possible as I have driven past them many times and today would make a great photo opportunity. The drive went well and we managed to stop right in front of the hangers which were even bigger than expected; the Stags were dwarfed by their sheer scale so after a bit of shuffling we got a group photo. Then we rejoined the route and all was going well until the





inevitable happened after going round a roundabout twice with a bit of hand waving then heading off in the wrong direction and a dodgy U turn splitting up the group, some of us went for a cuppa at the garden centre then returned to the hotel for a cool down before dinner.

Sunday morning we set off to Shuttleworth again and on arrival we had our photo taken beside the iconic De Havilland Comet before parking up - what a great idea. We had a great time at the event and consumed far too many ice creams on what was a very enjoyable but almost too hot day. Well done to Roger and his team for arranging a great National weekend.

Helmingham Festival of Classics

We were away on holiday for this one. The Stags, as always, made a good showing at this outstanding show. 12 Stags in a line always draws the attention of passers-by but apparently there was one problem I heard of: there were too many cakes for the tables in the gazebo and they missed my table although I am not sure that would have solved this one seeing the picture of the stacked cake tubs.

That aside all went well and a great day was had by all.

Looking ahead the tempo of shows is relentless with one every weekend in August and in to September.

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



*Too much cake?
Impossible !*

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

3rd September N&N The George. Hintlesham IP8 3NH

7th September Classics at Glemham

14th September Maldon motor show

1st October 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

HERTFORDSHIRE & N. LONDON

Fourteen of us met up on the first Thursday of August – a really great number! There were five Stags in the pub car park too. It's always lovely to see a Stag or two at our meets, but seeing five was a real bonus. Indeed, after those of us dining had finished, we took our meet outside into the car park to admire the Stags.

We meet on the first Thursday of each month. At present, we are alternating our meets between two pubs, as you will see from the diary dates below. We are a friendly bunch, so if you are visiting the area, why not pop along and join us!

DIARY DATES

- ✔ Thursday 4th September – H&NL monthly meet around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:20pm, but you don't have to eat.)
- ✔ Saturday 14th September – Cheersley Classic & Vintage Fun Day, Cheersley Cricket Club, Aylesbury. HP18 ODP. (They're promising a flypast by "one of the" Battle of Britain memorial Flight aircraft!)

Peter Goodman

Mobile: 07957266173

Email: goodman101.pg@gmail.com

www.staghoodfactory.co.uk

STAG HOOD FACTORY

REPAIR AND RESTORATION



Stag Hood Factory can supply any hood services from minor repair to supplying a complete new quality mohair hood cover.

- Welding work carried out
- Sandblasting frame & powered coating
- Replacement side catches
- Double Zip fitting on all new Hoods
- Recoating of all plastics
- Mohair replacement hoods, available in Black, Red, Blue, Green & Silver Grey
- All repairs & services carried out on request



NEW Silver Grey Hood with double zips

Water Pumps & accessories - designed by Steve Hill and supplied by Stag Hood with additional upgrades.



"I would recommend anybody who has a problem with their Stag roof to go and see Craig" Su, London

Email with any specific requests
info@staghoodfactory.co.uk

EJ WARD
MOTOR ENGINEERS



RESTORATION . REPAIRS . SERVICING . UPHOLSTERY . PARTS



**Unit 1 Walton New Road Business Park, Upper Bruntingthorpe
Leicestershire LE17 5RD**



www.ejward.co.uk - 0116 2799060 - sales@ejward.co.uk



OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

James Scott scottygsxr@gmail.com

Mob: 07970 206829

NOTTS/DERBY

A Notts Derby Wedding

When my youngest son Aidan and his fiancée Robyn started looking at wedding venues the first thing he asked was "Mum if you still have Dad's Stag can we have it at the wedding" my reply was "I'll add you to the insurance and you can have the car for the weekend" After losing Keith just over two years ago to cancer he still wanted his dad involved in his special day. There was a proviso that Andrew would have to give him a driving lesson as a modern car handles completely different to an old car, this was something he soon mastered once he learned to give it some revs.

When the day arrived it involved an urgent call to Andrew to discuss if the roof should be up or down, it was decided that with the weather not looking too good, we needed to have the roof up. Aidan being taller than his Dad shoe horned himself into the drivers seat, it seemed third gear had to be missed due to where his knee sat thus going straight from second to fourth, this was with the drivers seat as far back as it would go and with his knee jammed between the gear lever and steering wheel when in 4th gear (any ideas how to get round this and move the seat runners back?)

The ceremony and the reception went off really well and by mid afternoon the rain stopped giving enough time for the hood to dry off so we could get the roof down and have some professional photographs taken with the car.

The venue (Barlow Woodseats Hall) was absolutely stunning and having both Keith's and Andrews Stags parked up just outside really finished the day off both receiving a lot of attention from the guests.

Lynn



Hebden Bridge Vintage Weekend

We have been attending this event for quite a few years and it never fails to be a good weekend, made more entertaining as it is now also the local Steam Punk Weekend. Saturday, for cars up to 2004 was a very busy day, the weather was good and the steam punk people were out in force.



We had 4 Stags, a Jaguar E Type and 2 TR250s, and I have to say Steve's newly restored TR looked absolutely stunning.

The West Yorkshire Area brought around 18 Stags, plus there were a few others from other areas in various places, so about 26 in total.

The variety of cars was huge, from an original Bugatti, Ferrari 250 GTO replica, NSU Ro80, a varied collection of MG Maestros and Montegos, RV8s. It must be an age thing, when cars we bought new are now being shown as classics!

Walking round the town was busy with various Steam Punk groups, all happy to chat and have their photographs taken, some taking it to extremes, with even the dogs dressed up.

Sunday was different, very wet at times, with quite heavy showers, however the afternoon brightened up considerably. The number of cars and visitors was down, presumably due to the weather. Sunday is for older cars, so many more from the 1930s to '60s and being in West Yorkshire, Jowetts of all ages had a strong presence. There were plenty of 1950s Fords, a good selection of Austin Healeys and about 15 or 16 Stags. I quite liked the Daimler Dart Police Car.

Nicole had her Stag booked in, but she and Tony



turned up in his Alfa 6C and weren't sure they would get in, but ended up parked with the Supercars.

A quirk of fate for me was, we first went to this event in 2013 as the car came from Springs Garage in Todmorden, the next town and it turned out that one of the event organisers, Derek Sutcliffe was it's first owner (he sadly died during lockdown). Parked behind us was a very nice Jensen Interceptor, the owner of which eventually asked me if my car was Derek's old car, which I said yes and he then proceeded to tell me all about it, as he worked for the BL dealer in Halifax who did the pre delivery inspection on it, before sending it to Springs Garage for Derek. He is now looking for the photographs he has from when it was in Derek's ownership and they all went on family holidays together. It was eventually traded in for a Morgan 4/4.

As always, this was a very good weekend and we will be back next year.

Andrew

Family day out at the Midland Railway Steam Festival at Swanwick, near Alfreton in July

Once again the 3 eldest of my surrogate grandchildren, Leo (11), Lily (9) and Ava (5) clambered into the back of the Stag with excitement, in that they didn't have to wear seatbelts and the top was down! Their Mum, Becky, came too as it was her birthday. Dad, Matt and the youngest, Orla (18 months) followed in their car.

We had a steam engine ride to Butterley station and back plus a ride on the narrow gauge small steam engine as well as visiting the many fascinating engine sheds with collections of fork lift trucks, buses, model railways, historic locomotives, carriages, wagons and other memorabilia such as signs, benches, fire buckets etc.

Other Classic cars were invited to exhibit their cars and 2 more Stags from the SOC were there too.

Ladies who Lunch

The Razzle Dazzle girls have been out and about again visiting local National Trust properties - Kedleston and Sudbury.

My other group of girl friends, known as the Canadian



Rockies, formerly known as the Camino Wayers and before that the Snowdon Mountaineers (as these are all the recent walking holidays we have been on together) have also been out in style in the Stag! Today (4th August) we had lunch at Seven, near the centre of Derby.

Nicky

SOCTFL visit at the Wednesday October 1st meeting

Another reminder that SOCTFL members will be at the next meeting to talk to members about what the tooling fund is, how it works, the work involved in developing new products and the thinking behind those new ideas. They will also bring some of the products for members to see and look at.

SOCTFL attend shows such as the NEC and Stoneleigh, but a lot of Club members don't, so don't see the products first hand.

Members from other areas are also welcome.

The SOCTFL committee aren't local to us, so to make it worthwhile for them, we really do need a good turnout especially as we are the first SOC Area to do this so are setting a precedent.

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 3rd September

DIARY DATES

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.

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 September Triumph Day, Imperial War Museum, Duxford TBC
- ✔ 7th September Triumph Day, Shuttleworth Collection, Old Warden TBC
- ✔ 7th September Triumph Day, Great British Car Journey Museum, Ambergate www.greatbritishcarjourney.com
Look at the Themed Events page for booking details
- ✔ 13th – 14th September Road, Rail and Ale, Statfold Country Park, Tamworth
- ✔ 20th September Area Day, Huddlesford
- ✔ 21st September Hinckley Classic Car Show

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

WARWICKSHIRE / LEICESTERSHIRE



We're just about to start a very busy month for us in Warks/Leics. Every weekend in August we have something booked.

We had a great time at the National Day at Shuttleworth, what a great place. Roger Kennedy and his team did a superb job. Many Thanks Roger and team. Di and I went back for a visit last week as the entry tickets included returns within 30 days. My attendance at these events always entails a lot of talking to the public and

members and we simply didn't get time to go around the place on the weekend. Anyway, what a lovely place it is. I was speaking to one of my Leicester members before the show, who sadly was unable to make the trip, and he told me that as an ex-RAF pilot that he'd flown some of the early 20th century planes into the Shuttleworth collection. I am going to get a slap one of these days! I asked him if they were new at the time. Cheeky b****r was his well justified reply! Sorry Graham.

The GT6 is half rewired now. All of the new modular Fusebox connections are done, and the cables are through the dash ready for routing around the car. Only another few years to go now. It's more work and more cables BUT we made the decision to have separate circuits for virtually everything on the wiring. At least that way if a fuse blows you know where the problem lies. The original loom had just 3 fuses. We have about 30 and 8 relays. Keeps me out of mischief, mostly.

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

Tony and Di

DIARY DATES

WARWICKSHIRE –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 7pm, unless otherwise advised below.

SOUTH WARWICKSHIRE –Meetings will be held on the FOURTH TUESDAY of the month at the BUTCHERS ARMS, 11 Fisher Rd, Bishop's Itchington, Southam CV47 2RE. From 6:30pm onwards. Any one-off changes look out for emails.

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

Recurring events.

1st Sunday of the Month – Middleton Hall nr Tamworth. - £5 per car. Just turn up? (Starts again April 25)

2nd Tuesday of the Month – The Gaydon Gatering. Just turn up.

2nd Thursday of the Month – Southam Meet. Just turn up.

NOTE we now have a WhatsApp group, so if you want to added just let Di know dragonsnap192@outlook.com

September

✔ Sunday 21st – Hinckley Classic Car Show. Book Direct as individual entry.

Watch your email and whatsapp for impromptu events that we may drop in.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

SOUTH BIRMINGHAM

N

oe's Notebook

Wow!! £1100 raised in aid of the Macmillan Cancer Support charity. That's not a typing error the event really did raise £1100.

Tony and Christine Gibbs, together with their volunteer supporters organised an afternoon tea fundraiser in aid of the Macmillan Cancer Support Charity. The event took place on Sunday 27th July and was very well supported by members from the South Birmingham and Worcester areas. No doubt attracted by the large variety of super delicious cakes on offer. Including my favourite Christine's Coffee and Walnut cake. Coffee and tea in copious amounts were also available. The weather stayed kind to us and the company added greatly to a lovely afternoon of a very social gathering.

All concerned with the baking, organising, and other tasks involved deserve a well earned round of applause. Very well done all of you! (Photos can be viewed on our website on the events photos page).



The other highlight of the month was the Classic Nostalgia event at Shelsley Walsh on the Sunday 20th July. As Scotty had managed to raise thirteen entrants he was able to secure a club area that meant we could all park together. That said there were quite a few other Stag dotted around the site.

The weather was largely dry apart from a very sharp downpour that has us seeking shelter in the gazebo. Unfortunately the rain was so heavy that it was dripping quite badly thought the seams resulting in umbrellas being opened inside to the amusement of all concerned. Added to the fun of the day.

(Photos can be viewed on our website on the events photos page).

On a personal note I put my car in for an MOT on 7th July and was very disappointed to hear that it had failed. The first time that has happened since I have owned that car. You may be wondering what the problem was. Well, I was amazed to learn that the failure was an inoperable

horn. Thankfully a simple fix with a £10 replacement from Halfords. Note to self, check horn is working next time!

DIARY DATES

September

- ✦ Sun 7th Rubery Festival, St Chads Park, Rubery
- ✦ Sun 7th Breakfast Club, Shelsley Walsh, WR6 6RP
- ✦ Sat 13th Hampton Ferry Car Show, Boat Lane, Evesham, WR11 4BP
- ✦ Sat 13th/Sun 14th Harvest Festival Meeting, Shelsley Walsh, WR6 6RP
- ✦ Sat 13th/Sun 14th Road, Rail & Ale, Statfold Narrow Gauge Museum
- ✦ Sat 20th/Sun 21st Stoke Prior Steam Rally, Little Intall Fields, Stoke Pound, B60 4LF

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 scottysxr@gmail.com

WORCESTERSHIRE

We had an event every weekend in July, but the month was dominated by the funeral of Ian Frost, a long standing friend and club member. Ian was well known in the area having spent his career in the motor industry, so there was no problem in collecting a group of Stags for the funeral cortege. In the end there were 14 Stags from Worcestershire and South Birmingham making quite a statement. As we drove through Kidderminster it was heart warming to see the respect of other drivers making way for us, and we managed to keep together (virtually) all the way to the crematorium. Good bye Ian.

July started with the Highnam Court Show in Gloucester. This is a great venue set in beautiful gardens. There's live music and food, and a free cream tea for everyone!! What's not to like! There were 33 Stags booked in from several areas, but the slightly inclement weather meant one or two didn't make it. It attracts cars from all over. I was talking to a Stag owner who had come all the way from London.

On the 12 - 13 July we had our National Day which will be extensively covered elsewhere. It was a hot weekend but a great venue with plenty to do. We took a short cut on the run out and just went to Ampthill for a coffee and a look round. Unfortunately Bob's car was playing up. He made it back to a friend's house in Kettering but had to be recovered home from there.

The 20 July was Classic Nostalgia at Shelsley Walsh, another great venue with lots going on. As well as the Classic Car show there were cars going up the famous hill. It wasn't the best weather, and around lunchtime there



Bob's car was playing up

was a very heavy shower. We all huddled under the shelter of the Stag gazebo, but to be honest there were a lot of leaks and we got just as wet as if we'd been standing outside.

Robin turned up in his "family owned from new" split screen VW camper and he won a prize! "The Spirit of the Day". This entitled him to a drive up the hill and when he asked if anyone wanted to come with him, quite a few hands went up! It's not a powerful car, and fully loaded there was some doubt that it would make it to the top. But it did, in first gear most of the way. He then had the challenge of getting it back down the hill, apparently the brakes are not very good! We think it was probably the slowest car to ever go up (and down) the Shelsley Walsh hill!!

The month finished on the 27th with Christine and Tony's MacMillan Afternoon Tea in aid of cancer research. They made over £1200, a sterling effort. Well done Christine and Tony and all those who contributed.

DIARY DATES

- 📅 4 Sept - N&N The Oak
- 📅 7 Sept - Malvern Village Fete
- 📅 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

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

Tel: 01386 48333 knightsyard@btinternet.com

SHROPSHIRE & SOUTH STAFFORDSHIRE

I hope you're enjoying your stags ?

I am pleased to tell you our group is growing and I would like to welcome our new members.

We have an increasing number of stags back on the road and we are expecting the numbers to keep going up !

We have started to attend some events and going on some local runs out.

Our N&N at the Edgmond Lion in Newport Shropshire is as popular as ever. It's a traditional pub that has great beer and food. The landlord and staff are excellent and the room we meet in is ideal for us. On a personal note, my wife is wheelchair bound and they have had drop curbs and a ramp built making access possible.

We meet every second Tuesday of the month.

DIARY DATES

- 📅 Tues 9th September
- 📅 Tuesday 14th October
- 📅 Tuesday 11th November
- 📅 Tues 9th December

Regards Steve

Steve Ellison

Mobile: 07710 642963 steven.ellison@icloud.com

SOUTH CHESHIRE / NORTH STAFFORD



Shropshire & South Staffordshire area members

OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

WEST YORKSHIRE

Highlights from: Worley Hall, Ripon Classic Cars, and Hebden Bridge Car Show

At Worley Hall, classic vehicles gleamed against the historic manor, with glorious views in the distance. You can see Drax power station, which must be 60-70 miles away, drawing families and collectors alike. Run by the local Lions group, this is a show we enjoy attending each year with a varied show of cars and stalls from food to tombola, which one of the stag clan won a 32 LED TV for the price of a £1 ticket, not bad

Ripon's show transformed the city's green racecourse into a living museum of motoring, from elegant Bentleys to sporty Jaguars, and of course, Stags, with plenty to do and see with stalls for the gents as well as the ladies. It was a thriving day out, and after having a word with the organisers, next we hope to have more space, as they had been misinformed about the stags' interest in the show

In Hebden Bridge, the car show became a community festival. The Field was filled not only with classic vehicles but also with music, food stalls, and street performances. In the town, the Steampunk Brigade's parade, a fixture at these gatherings, wandered the grounds in imaginative costumes—top hats, goggles, and mechanical accessories—bringing a lively, fantastical energy, which was highlighted by The 100 Red Roses offered spontaneous dance shows, engaging both locals and visitors in their joyful routines.

More than just about cars, this month has been a celebration of creativity and camaraderie. The blend of

historic vehicles, steampunk imagination, and vibrant dance made for a truly memorable experience for all who attended.

Wayne Day

Email: westyorkshire@stag.org.uk

NORTHUMBRIA

Welcome new member Albert Fallis. In the 80s he used to own, and is now looking for another, original russet brown Stag. I'm not aware of any other russet brown Stags in our Area - they look great in sunlight so let's hope he finds one. We look forward to meeting Albert at an N&N or on one of our drives. Incidentally Albert also knows a lot about wristwatches!

It was good to meet our new members Neil & Liz in their French blue Stag at the very interesting Shuttleworth Collection for the SOC National Day on 13 July with approaching 200 Stags including two of the original press cars and a 4x4 Stag! The accommodation in the main house was excellent value; as was the hog roast and the company (Oxford Area members) on the Saturday evening.

On 15 July 9 members had a relaxing pint at The Twin Farms for a 'technical' N&N – where we discussed solutions to problems we have had with our Triumphs. On the agenda was failure of Lumenition 3-way plug, soft top window zip failure and radiator and water pump leaks.

Our fabulous half day Club event on 27 July commenced with a slow pass and polite surprise gesticulations for TR Register members gathering at The Ridley Arms as 10 SOC cars commenced a new scenic



At Hebden Bridge



Northumbria Area visit to Callaly Castle

route through Thropton and Lorbottle to the magnificent Grade I listed Callaly Castle – a visit postponed from last year due to poor weather. Member support was good with 27 Triumphs, one Roller and one MGA on display outside the grand house rebuilt by John Clavering in 1619. The castle was divided into residential wings in 1987 and our host, owner of the east wing and the classic Rolls on display, gave us a tour of the outside of the castle and was happy to answer all our questions. Homemade scones with jam and hot drinks were the ideal catalyst for convivial chat on the croquet lawn. There was no entry charge to the private estate but we offered to raise money for the castle's chosen charity which was to help preserve the nearby Grade I listed Biddlestone chapel; 4 Stags drove further into the National Park to find the chapel for which we successfully raised £406.

Our next club drive will be to the private Grade II listed Hesleyside Hall on 7 September. We look forward to seeing more of our newer members and those members who we rarely see, discussing your trials & tribulations and improving our line-up. It's your club – we've started using WhatsApp polls so please take the time to respond to let us know what you would like us to do. After one poll we have added an additional drive in October to finish the year – to a hidden gem manor house in Northumberland for a tour of its very special gardens.

DIARY DATES

7 Sept – drive to Hesleyside Hall built in 1719 and designed by Capability Brown – the private home of a Border Reiver family since the 14th century - includes short tour of the Hall and gardens by the current owner



who has restored the estate – and there will be some surprise entertainment!

4 October – morning drive to Grade II listed 17th century Whalton Manor – open just for us – arrive 10.45hrs for refreshments at outside tables and a special tour of the gardens designed by Gertrude Jekyll by the Head Gardener.

Roland & Brian

Roland Tate
rolandtatecf@gmail.com

CLEVELAND & CO DURHAM

To my knowledge we had three stags attending National Weekend at the Shuttleworth Collection in Bedfordshire. Brian was on his way home from Le Mans, so was pretty much passing the door. Ian and Christine, and I made the journey south to take part, arriving on the Saturday morning. After registering and a visit to the café for refreshment we left for the organised 58 mile run through the Bedfordshire countryside. The route took us passed the Cardington Hangers, former home of the R101 Airship, now film studios, and also through Woburn Deer Park. At the end of the day we returned to Wyboston for the night. Returning to the cars after a bite to eat there was interest being shown in the two stags despite there being a rather expensive looking Lamborghini parked in close proximity, perhaps they had their priorities right? Sunday morning and back to Shuttleworth for the day starting with a photo of each stag with the control tower and one of the collection's planes. After that there was time to look around the collection and the line-up of stags before heading homeward in the middle of the afternoon. Thanks to Roger and his team for a thoroughly enjoyable weekend, they even managed to arrange glorious sunshine for us on both days!

On the following Sunday there was the annual NECPWA organised show at Newby Hall. Only about twenty stags showed up, way down on what there used to be. The whole show is also much smaller than it once was, a sign of the times maybe?

Following a request, we moved our monthly meeting for July to the last Saturday of the month, this resulted in a high turnout, with sixteen of us sitting down for an excellent meal at the Fox Covert near Yarm. We welcomed new members Peter and Debbie who joined us for the first time, hope you enjoyed your evening and took away some benefit of other's experience and that we'll see you again soon.

DIARY DATES

✔ Sunday September 14th Proposed drive out possibly finishing at Whitby for late lunch, at time of writing nothing arranged, if interested let me know.

✔ Sunday September 28th Necpwa Rally at Beamish Museum

Mike & Brian

Mike Reeve
Tel: 01642 710101 michaelreeve121@btinternet.com

NORTH YORKSHIRE

The relaunch of the North Yorkshire area will be on Sunday 12th October at The Watermill Bar and Grill.

Carleton Miniott Thirsk YO7 4NJ

Arrive from 12.00pm

Everyone welcome, please come along to re establish the area and join in the events planned.

To book in, please email the Area Coordinator, Andy Maughan.

asmaughan@ntlworld.com

07762543920

Look forward to seeing as many of you as we can.

LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required

Please contact the Regional Co-ordinator

Graham Falshaw
meredies@talktalk.net



Three Stags in Woburn Deer Park

OUT & ABOUT

NORTH WEST

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

Several of us joined Nigel Cross in North Wales area, for our regular visit to the Caerwys Practical Classics Club show on 13th July and enjoyed the last day of the heatwave weather. Once again, the turnout on the club stand was down on numbers compared to the previous few years, but this scenic site always provides a nice day out and something different on the display areas. This year I spotted a 1930 Peugeot 201 and an Escort rally car that can be used for the supermarket shopping too!

The next event on our calendar was a Thursday evening out at The Railway Inn in Mobberley to meet up with the Jaguar Drivers club for a "competitive" evening of crown green bowling. Most of us arrived early to take up the opportunity of a meal before starting and after a short practice and instruction session the "serious" challenge began. Well perhaps not, as the experienced Jag members proved a bit too good for the newcomers and were clear winners. Obviously, we will need to get some practice in before next years re-match. Thanks to Roger & Judy for organising and their scoring/refereeing duties on a fun evening out.

All necessary contact details are shown below, so please feel free to give me a shout if you want any up-to-date details of our activities and meetings or have any news you wish to share with area members.

Regards, Nick

DIARY DATES

September

- ✔ Sunday 7th Meeting Rixton Community Hall 4.00pm

- ✔ Sat/Sun 20/21st Great British Car Show Knutsford

- ✔ Sunday 28th Walled Towns Run from Denbigh

October

- ✔ Sunday 12th Meeting Rixton Community Hall 4.00pm

November

- ✔ Sunday 9th Meeting Rixton Community Hall 4.00pm

- ✔ 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

Meeting last night saw 13 members present on a very warm night, we had our meeting in the beer garden. We decided to have a week away next May, location either Wild Atlantic Way (Ireland) NW500 (Scotland) or the Isle of Man to be decided and planned soon, in order to book hotels.

Last month July we don't have a monthly meeting instead we have a short run out to a pub/restaurant for an evening meal. This year we decided to try the Ribchester Arms in guess where Ribchester. The location was chosen to try the place out with a mind to using it as the location for our Christmas Meal, the weather was bad on the night so the drive before the meal was cancelled, we did have 21 members attending the food, location, staff and room were excellent. We were hoping to book our Christmas meal for early afternoon as usual but we hit a problem

Crown Green Bowling



NORTH WALES

they only allocate 2 hour slots for dining, after discussion with members present we decided on a 19:00 eating time which would give us the tables for the full night (last orders for meals is 20:00). One of the reasons we decided not to book last years location was we could only have a 2hour slot and last year 2.5 hours was not enough. So it's an evening meal not an afternoon meal, this year I will send out the details later.

20th July saw 7 stags travel across to Newby Hall. The weather was dull but dry a small shower made us put the tops up around 11:00 but then was pleasant until around 15:30 when it poured down we travelled home through flooded roads but still had a good day. The show was not up to normal standard perhaps due to the bad weather forecast.

27th July we had a run to Glasson dock planned but due to lack of interest and holidays we were forced to cancel it.

3rd August poor weather caused most members to cancel but Mick and Phil decided to go anyway, they did get an occasional sunny spell so it was not a washout, the reports were the show was still a very good event.

10th August 4 stags went to Trawden agricultural show the first time for our club but Brian is local to the event and recommended it. What a good show it was the usual classic cars, bikes and tractors lots of food stands



Trawden Show

and other tents and crafts they had 2 show rings which were busy all day from horse riding demos to Viking fighting demo to terrier racing (very funny) also being an agricultural show there was also cattle, rare breed sheep and heavy horses. An excellent show well worth a visit next year, thanks to Brian for bringing it to our attention.

So since the start of June to early August we have had a representation at 10 events but our program is now slowing down but still more events planned.

DIARY DATES

- 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

Our attendance at Caerwys on 13th July was less than usual, exacerbated by the extreme heat. We had ten cars on the stand (photo) and we were grateful for the shelter from the sun provided by Nick's gazebo! A collection for the show's nominated charity, St. Kentigen's, a North Wales hospice, raised £86. A cheque for this was later given to the organising Club, Clwyd Practical Classics. The total charity contribution from the show was £10,258.32, a record for the event.



Caerwys Show

The following Sunday (20th), four Stags were at Capesthorpe Hall. It was a dull showery day, and many cars had drifted away by 2.30.

The "last Thursday of the month" run-out and lunch attracted a near record 29 people in 17 cars. The run was in central Cheshire around the Dee valley and finished with lunch at the Raven in Farndon.

The monthly meeting at Northop Hall Cricket and Hockey Club was less well attended than usual as five cars were away for a mid-week break in the Forest of Bowland. There were 3 Stag owners present at the meeting, including John Jones, a prospective new member from Mold.

By the time this appears in print/online, the season will be almost over, the only remaining event being the Classic Shows event on 21st September at Cholmondeley Castle. Make your own booking if you want to go, but let me know so that we can try to park together.

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.

Nigel Cross

Mobile: 07766 696393 crossnigel95@gmail.com

OUT & ABOUT

S C O T L A N D A N D

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

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

WEST OF SCOTLAND

On the Sunday 13th of July we attended a show at the beautiful Glamis Castle. This is always a very busy show with plenty to see and do. A few of us travelled up the night before where we enjoyed a lovely meal with great company. Its always nice to have a relaxed catch up before a busy show the next day. The weekend turned out to be a complete scorcher, thankfully, we had a very large tree on our stand which became our best friend as it provided a welcome relief of shade from the hot sun. A lot of visitors to the stand keep us very busy all day.

Our next show will be in August at Biggar, we should hopefully be able to report on that one next month.

Shows are nearly at an end for this year with our last one being in September at Scone Palace, we will try and arrange a run or two if the weather remains stable before the winter kicks in.

Meetings are still held on the 1st Tuesday of each month at The Redhurst Hotel, come along for a natter, everyone welcome.

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

EAST OF SCOTLAND

Club members have again been invited to visit Crieff Hydro to view the impressive classic car collection belonging to the CEO (SOC member Stephen Leckie). Members from other clubs will be there, some in their own classics, so It's like a mini car show. This informal event will take place on the morning of Saturday 25th October – please let me know if you're interested in going, even if it's only provisional.

Nights are fair drawin' in, so starting to think about our traditional Christmas lunch. I know it's a bit early, but the restaurant is asking for confirmations in September. The lunch will be in Edinburgh on Monday 8th December (instead of the club night). Venue is Howies at Waterloo Place, and it's BYOB. Please let me know by phone or email if you'd like to come.

Club nights continue to be held in the Hawes Inn



The show at Glamis Castle

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

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

GRAMPIAN

After a few weeks of great weather we are back to being unsettled. Our local rally in Oldmeldrum on Sunday the 8th had a very lucky escape. We had some rain in the morning but it cleared up for our 483 entries and we had a lovely afternoon. However the wind storm on Monday took down a large tree where some of our vehicles had been parked. This would have been very serious if it had happened on Sunday. Let's hope that it stays settled for the rest of the season.

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

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

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

NORTHERN IRELAND

David Seeds

Tel: 07958150828 David.seeds@btinternet.com



Parts and Panels Funded By

Stag Owners Club Tooling Fund



Web: www.stag.org.uk/members-area/soctfl-2

Email : soctfl@stag.org.uk



Door Bowl Handle Kit



Rear Lamp Gasket



Door Skin L&RH



Gearbox Thrust Washer



Differential Mounting Plate



Splash Panel L&RH



Windscreen Rain Gutter L&RH



Front Inner Wheel Arch L&RH



Rear Inner Wheel Arch L&RH



Window Glass Channel



Under Bonnet Sound Deadening Pad



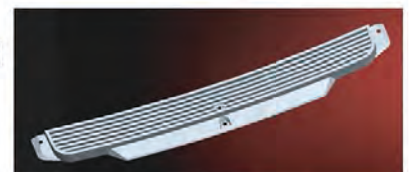
Rear Wing Repair Panels L&RH



Rear Deck Panel



Door Bottom Repair Panel L&RH



Air Intake Grill

SOCTFL parts and panels should be available from all the major specialist suppliers

SOCTFL Founded over 40 years ago by Volunteers for the benefits of

Members to maintain and restore their cars

OUT & ABOUT

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

COTSWOLDS

Currently take the popular form of a 'Last Saturday in the month' morning drive followed by lunch. Details are circulated by email shortly prior or on request. Recent excursions have taken us into Wiltshire, Wales and Worcestershire so we shall soon have visited all our neighbours!

National Weekend was excellent but where was everybody? Bedfordshire isn't that far away and Shuttleworth offers a picturesque parkland campsite, extensive formal gardens and the comprehensive collection of working exhibits. Some good pubs too, and of course numerous Stags with their enthusiastic owners. There was a chance to meet some committee members, parts suppliers and, most usefully, a representative of RH Insurance. Next year perhaps?

July also saw some of us attend the Leonard Stanley Fete in a modest lineup of various classics amongst which was an immaculate 1929 Cadillac de Ville, perhaps a serious competitor to Rolls Royce at the time for it still runs like a sewing machine. Most uplifting was meeting a young (30 ish) local mechanic who admitted to preferring to work on classics rather than the modern rubbish, as he put it.

The July jaunt took us into the Forest of Dean (mind the sheep) and brought the opportunity to meet some local members for the first time, thus proving the benefit of varying meeting locations. Welcome to Michael and Pauline

and Rob. We also had first sight of Peter and Pauline's recently acquired Stag which is giving much enjoyment.

NEWENT CAR AND CLASSIC Sunday 7th September

A fairly new show organised by Newent Rotary and held at Newent Cricket Club, might this grow to replace the now defunct Tewkesbury event? Friendly, local and with inexpensive food and drink available (last year!), more details may be found at newentcarandclassic.co.uk

Enjoyable to call in on but hardly a full day out unless you wish to sit around for several hours.

GRAVEYARD CLASSICS Saturday 20th September

Proposed by long time member Chris H., this informal meeting will be at St. Helen's Church, Alveston, BS35 3QT where the vicar is a Morris 1000 enthusiast. Run time is 1000 -1200, there is no entry charge and bacon butties will be available. Which should keep it Christian...

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

DIARY DATES

Not a guarantee of Area attendance

- ✔ Sunday 7th September Newent Car and Classic
- ✔ Sunday 7th September Route Seventy Severn
- ✔ 12th - 14th September Weekend away, Montacute
- ✔ Saturday 20th September Graveyard Classics, St. Helens, Alveston

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

Mobile: 07745 495264 rupertk@hotmail.co.uk





The Great Somerford agriculture show

WILTSHIRE

And the Top Down weather is never ending !! 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.



We followed this up with another great turn out for the Great Somerford agriculture show, seven Stags and our round gazebo, erected in seconds...no, but we did

eventually get it up and we settled down to coffee and sandwiches. Nigel, the show organiser was pleased with the turn out, as well as the Stags, we had a Mini Moke, an Armstrong Sidney, a few series Land Rovers, a Mk2 Jag and an Aston Martin, around thirty classics in all. The classics followed the livestock into the parade ring, so there was a bit of zigzag driving, a couple of circuits while the P A guy briefly described each model type. In his usual fashion Nigel presented each of us with a "Clear Round" rosette.

The car injury list is improving, John Goff is still waiting the return of his car following its engine rebuild, its any day now, Nick's Stag is still waiting on its head gasket repair and John Garnet has resolved his overheating rear hub by replacing the rear flexible brake pipe.

We have eight Stags and their owners looking forward to our annual trip to Wales

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

Following on from the European adventures of last month the Oxford group returned to normal this month with a meet up at the Packhorse at Milton Hill, our most southerly meeting point. As is seemingly the norm we had the pleasure of meeting a new member, welcome Keith Turnock, who joined us in dodging the summer storms and bringing his white stag over complete with white wall tyres and sheep skin seat covers which looked very comfortable. This helped to give us a very good turnout of five cars, which is always good to see.

From a personal perspective, having my car in attendance was a real highlight as it meant the work on my roof and interior had been completed, and I have to say I am very impressed by the quality and craftsmanship of the job. Admittedly when I was given the recommendation at Gilks Café whilst attending the Warwickshire area meet I did not really anticipate a £3.5k interior refurb, but having said that with the car still having its original inside it was probably well overdue and judging by the request to add the contact to the WhatsApp group I think the rest of the group were equally impressed.

Aside from the monthly area meet, I have been a little out of the loop with all things in the Oxfordshire area as I deal with a difficult personal issue which will explain why the article last month was not as comprehensive as normal. We do have a couple members within the group looking to move their current cars on, Richard Taylor is swapping his immaculate green manual for an automatic one and another project. Richard Green Snr, our deputy, is also looking to pass his yellow Mk2 on as he feels its time of a change. Anyone looking for a Stag would not go far wrong with taking the plunge on either of these cars as they come from probably two of the biggest enthusiasts in the area and what these two don't know about the Stag is not worth knowing. If they are not snapped up by the time this article goes to press, I'd be very surprised.

The main event during the month attended by our Group was the Millets Classic at Millets farm in early August and Stephen noted that there was a strong presence of four Stags, which made for another good networking event. Jason also kindly shared a lovely picture of his recent run out over to Stowe as he had been doing some minor adjustments to his car.

At the last meet I did encourage our group to share more stories of their outings, so it gives us all something to read about and engage with each month. Next month will of course see the Kop Hill Climb festival on 21st September and while this is technically not within our area, I know there will be several of our members enjoying the day, so hopefully we'll have plenty of pictures to share next month.

This encouragement to share activities also extends to anyone else within the area that we don't currently link up with, so if your active and keen to share experiences then

we are always desperate to hear from you.

DIARY DATES

September

- ✔ Banbury Car & Bike Meet @ Banbury Cricket Ground – 4th September
- ✔ Gaydon Gathering at the British Motor Museum – 9th September Hook Norton
- ✔ Classic Car Meet at the The Hook Norton Brewery – 14th September
- ✔ Kop Hill Climb Festival at the Princes Risborough – 20th September
- ✔ Oxfordshire Area Meet at the The Ben Johnson Pub – 25th September

October

- ✔ Banbury Car & Bike Meet at the Banbury Cricket Ground – 2nd October
- ✔ Sunday Scramble @ Bicester Motion – 5th October
- ✔ Hook Norton Classic Car Meet at the The Hook Norton Brewery – 12th October
- ✔ Gaydon Gathering at the British Motor Museum – 14th October
- ✔ Oxfordshire Area Meet at the Sturdy's Castle – 30th October

OXFORD AREA WEBSITE

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

Richard Green

Tel: 07796 946078

oxford@stag.org.uk

THAMES VALLEY

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

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

DIARY DATES

- ✔ Tuesday 9th September - Monthly N&N, Shire Horse, Littlewick Green.
- ✔ 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

The beginning of this month saw us invited to join the TR Wessex group for their annual rally at IBM Hursley. There was a good number of Stags present, among the 160 or so cars attending, among them everything from MX5's and 80's hot hatches back to a pre-war Sunbeam and Rolls Royce, with everything between. As usual, a pleasant evening wandering among the cars, and also the chance to catch up with friends from around the area.

Our monthly run was organised this time by Kevin, who kindly laid on some decent weather for the day, ensuring roofs down for the duration. There were 12 cars, including 10 Stags at the starting point in Wickham Square, and we then set off on the route supplied through the Meon Valley and on to the South Downs. The proposed pub stop for coffee at Singleton turned out to be closed for a private function on the day, so some of us went down the road to the North Wealds Living Museum (home of The Repair Shop!) for coffee and cake and 'comfort' break.

We then continued, refreshed, on to our destination, the Tangmere Military Aviation museum. This former WW2 airfield took a front line role in the Battle of Britain, and was the base commanded by Douglas Bader with his squadron of Hurricanes. It now houses a fascinating museum of aircraft and associated items. A very pleasant way to pass a few hours.

DIARY DATES

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

✦ If you wish to come to one of our monthly meetings, we meet at 8pm on the first Monday of the month at the

Empress of Blandings pub, Romsey Road, Copythorne, SO40 2PF

SOLENT & NEW FOREST AREA WEBPAGE

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

Ian Knight

Mob: 0790 4022781 ianknight.stag@gmail.com

SOUTH EAST
SINCE 1988

TRIMMINGS

WE'VE MOVED

UNIT 1
CHAMPION COURT FARM
NEWNHAM
KENT
ME9 OJX

HOODS, TRIMS, CARPETS ALL MANUFACTURED IN HOUSE	SOFT TOP / RECONDITIONED FRAME EXCHANGE: £1,780 NO VAT TO BE ADDED
---	--

TELEPHONE:  07931507879

ALL TRIMMINGS NEED POA

FIND US ON FACEBOOK

OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:

Steve Kiefer, Locksbottom, Kent

schkief@aol.com

Tel: 01689 854700 Mob 07979 962614

EAST SUSSEX

As ever, the summer months have been busy for car clubs and we are blessed in our region with so many events to choose from. For years, one of the summer highlights for our club had always been the Bromley Pageant and its return after a year's absence had been eagerly anticipated. Coming with a change of venue, it was bound to have some teething problems but on the whole, the event seems to have been successful. Our club experienced a few hitches at the beginning of the day, but, I'll let our special correspondent explain in more detail:

Bromley Pageant of Power '25

I didn't ever do the 'original' PoP (well I did, a couple of years running with my Classic Boat club showing boats with car engines in them) so the revised one, after a year layoff, was new to me. I and other members had booked to attend on the SOC stand. The plan was to have East and West Sussex plus South London on the stand with the three gazebos in a line. S. London and West Sussex had kindly said they would provide bacon/sausage baps for breakfast so all in all it looked set to be a good way to integrate the groups more closely. Well the bacon/sausage baps were duly provided – and welcome they were - thank you very much to all concerned.

However that's where it ended as far as the plan was involved, despite us having all booked in using the SOC booking reference there was nowhere near enough space for us all. To be fair we (East Sx) had got the timing wrong and left the Boship far too late, plus we queued for approximately 40 minutes to get in, only to find no room

on the stand. One member had arrived in time but the rest of us had to go elsewhere. Luckily there was an adjacent area where we could line up. The members on the main stand moved the cars around a little so we were able to move a couple of our cars across to join them, but it was still disappointing given the organisers should have known how many Stags were entered as SOC entrants. As a result the mingling of East Sussex with other areas didn't happen as we had hoped, still those who did make the effort benefitted from the very welcome bacon baps!

Overall, the show was very enjoyable with some lovely and different cars there, the Jamaican club area was particularly entertaining! The organisers do have some work to do to match what it was (I am told), certainly with regards to getting into the show before the public get there.

Geoff Alchorn

And so the general consensus seems to be that there are a few issues still to be ironed out but our club will definitely be back to join in with next year's show!

DIARY DATES

- ✔ Breakfast meeting: Saturday, 6th September
- ✔ Breakfast meeting: Saturday, 4th 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-home-page-2/>

Gary Mountford

Tel: 07836 662868

mandymountford4201@hotmail.com





WEST SUSSEX

Getting through this year quickly, it's August already.

Sally and I went to the National Day at Shuttleworth, we went up on the Saturday, spent the evening with old friends and off to the show on the Sunday. I think there were almost 200 Stags there and the Shuttleworth exhibition, hangers etc. kept us amused throughout the day, then back home in the evening.

Our main show this year was at the Ardingly Showground Nr. Haywards Heath, where we hosted jointly with South East London area, the old Bromley Pageant, (which should now be re-named). We didn't really have enough allocated space for the 34 ½ Stags that attended, when East Sussex turned up and we had to use the overspill area on the adjoining piece of grass across the roadway. I think we easily had the largest and best display there although we didn't win the trophy. It was quite a busy day and thanks go to Steve for the cooking and Valerie and Sally for helping with the bacon and sausage rolls that were given out and also to SEL for their contribution. We must find another solution for this next year. We spoke amongst us and suggested that we hold a South East Regional Day there for next year, being a quite central place for all regions to get to and the venue would not cost the club anything. There should not be a restriction in display size as the organisers have been told that they have to occupy the whole site for next year.

DIARY DATES

September

- ✚ 2 Club night at Tottington Manor, Edburton, Nr. Henfield
- ✚ 6 Gulf road trip
- ✚ 7 Edenbridge car show

October

- ✚ 5 Tour of Petworth House
- ✚ 7 Club night at Tottington Manor
- ✚ November 2 Breakfast meeting in lieu of club night at Tottington Manor
- ✚ December 6 Christmas Dinner (TBA)

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

Mobile: 07802 246236 westsussex@stag.org.uk

SOUTH EAST LONDON

Hot off the heels of our trip to Studley Castle, we've hit maximum car show season! Most of the shows we've opted to support seem to all be happening at the moment.

Unsurprisingly the first one for us was the National day. I didn't attend myself – and for sometime didn't realise any of our area was planning to go – I must have taken my eye off the ball! Mike H has kindly put a mini report together for me as its difficult to report on a show you didn't attend!

A total of 5 SE London members attended the excellent National Day at the Shuttleworth Collection.

Four of us (Chris, Paul Harry and myself) opted to travel up on the Saturday and we were joined by Malcolm on the Sunday.

Paul and I left home very early on Saturday morning and had a superb journey up. Roads were largely empty and even the M25 was a breeze – it really can happen. We opted to get off the motorway as soon as possible and cut across country on a lovely drive up to Buntingford and then on to Baldock. We made such good time we stopped at the services for a coffee and pastry to avoid getting to Shuttleworth too early.

We met up with Harry on site and Chris joined us later in the day. Our base for the weekend was the Green Man at Stanford, a stone's throw away from Shuttleworth. The four of us enjoyed a very good evening meal and a few drinks before turning in.

The Sunday was another very hot day, so it was good to arrive early to get our photos by the Comet and control tower before the main crowds arrived.

Chris bought some exhaust downpipes for his new gearbox project, and we all had a good rummage around at the couple of autojumble pitches.

Some of us went for a wander around the gardens after having had a good look at all the old planes and cars in the museum. The model boats were fun to watch – especially the one that conked out in the middle of the lake!

We had originally intended to stay and have something to eat in Biggleswade and head home in the cool of the late evening, but as things were winding up earlier than expected we decided to just get on the road.

The return journey sadly wasn't anywhere as nice as the



trip there – that's probably too much to ask of the M25. We all made it home safely, although poor Chris ended up getting stuck on a closed motorway after dropping his Stag off at its garage. So much for getting back early!

All in all, it was a very enjoyable weekend of good food, good company and of course lots of Stags. A big thank you to everyone who helped to organise the event. Well done.

Mike H.

The following weekend was the Warlingham Rugby Club show. This is one we attend regularly. Despite an error by the organisers who didn't send Chris the tickets, we all managed to get in ok, even Mike D. who wasn't in a Stag. We need to keep pestering until he buys one! The weather forecast wasn't looking great, and it didn't disappoint! As usual I left home a little later than planned and took a chance leaving the roof down for the trip to our meeting point. I had to jump out quickly when I arrived to hastily erect the hood. I think only those who have owned a Stag for some time will appreciate how oddly dry you stay in a Stag with the roof down when its raining. I can recall following Tony along the motorway once when it was chucking it down and I could hardly see his car for the spray. He was bone dry when he got out. There is of course the double jeopardy – you only stay dry when you can keep moving. If you get stuck in traffic when its raining hard you are in big trouble!

Anyway, I digress! We had 8 cars in total on the stand, 6 Stags a Jag and a BMW, so a decent turn out, given the weather. Luckily it stayed dry long enough for us to get the Area shelter assembled before it rained so we had reasonable shelter for the showers when they arrived. There are always some interesting vehicles at this show. I was rather taken by an American Peterbilt truck. I've always liked the classic American long bonnet style trucks and was fortunate enough to get to sit in the one at the show, along with Dave 'DJ1'. Later in the afternoon, when the gazebo had dried, we rapidly put it away and couldn't have timed it better as it absolutely chucked it down about 30 seconds after we had got it all packed up. This time of course it sent us scurrying back to our cars for shelter, which inevitably resulted in us calling it a day and leaving for home, which was probably for the best.

Next up this month was the return of our biggest show of the year – The Bromley Pageant. Due to the dreadful ULEZ expansion in London, it was cancelled last year

and has now been relocated to the South of England Showground in Ardingly. I don't think this is a particularly bad thing as it brings the show closer to some of the other club areas and the turnout was all the better for it. We had 34 ½ stags on the stand including Bob Heritage's half Stag trailer. This must be up there with the largest gatherings of Stags in the country, bar the national. Our



allocated plot was nowhere near big enough for the number of spaces we had allocated to us, but fortunately there was room next to our plot to keep everyone in close proximity. We had 10 cars in our 'overflow area'!

As seems to be tradition now, all the stops were pulled out for catering, and we had tons of food between us. More bacon, sausages, rolls, cakes, and drinks than we could possibly consume. There was loads left over, despite my best efforts to eat my way though it all! Thanks must go to all those who contributed to bringing and paying for food, gas, cooking equipment, water, drink, paper plates, napkins, cool boxes etc, not forgetting of course, the time spent cooking and serving the food to the hungry hoards from both areas as it all contributed to the positive experience on the day.

A few days after the event Richard, spotted that SE London got a favourable mention in Classics World. <http://bit.ly/47qok7v>

I finally managed to make it to our monthly meet on an occasion when the weather was nice. I think I counted 8 Stags and Mikes TR7 in the car park of the Bo-Peep, I even brought my own Stag for a change! It seemed rude not to given the nice weather! I think I counted 21 people which is a great turn out. Nice to see a few newer faces and also nice to see Tony whom I don't think I have seen all year so far for assorted reasons.

This Sunday just gone saw the gang heading for the "Motors on the Moat" show at Leeds castle. Alas this was another one I didn't manage to make it to, but looking at the photo Mike H. posted on Facebook, it was a beautiful day and at least 8 Stags were in attendance.

We don't support as many shows as we used to as there was a feeling that support was waning when we were doing a lot throughout the year and the breakfast meets are gaining popularity, but it does mean a lot when we have a good turn out at the shows we do support. This is where we get to show our cars off to the general public

and share our interest with like minded and potential future Stag owners. It is this support that will enable us as an area to keep thriving, and the Stag in general in the long term, so they are important. It is also a great way to get to chill out and get to know your fellow Stag club buddies. I for one, use the Stag club as a social outlet as much as I do a hobby and have made some good friend's off the back of it.

Best wishes to you all, Dave H.

DIARY DATES

- ✦ 4th September - Monthly meet at the Bo-Peep (BR6 7QL)
- ✦ 7th September – Edenbridge show (TN8 5PL)
- ✦ 2nd October - Monthly meet at the Bo-Peep (BR6 7QL)
- ✦ 16th October – Meal - McDermots Fish & Chips (CRO 9AS)

Chris Skinner

Tel: 0796 1058188 chris1976stag@gmail.com

SURREY

July has been a relatively quite month saying that we had a long weekend at Shuttleworth for the clubs National Day and what a weekend it was, a lot of the Surrey members had booked the Shuttleworth hotel for two nights back in January making sure we were all in the same place for the weekend. Traveling up on the Friday we arranged to meet at the Flying Horse pub for lunch on the way at Clophill, we decided to go up in small groups rather in convoy around the M25. It turned out to be a good decision as the M25 on the day was more like a car park the traffic was awful so the predicted time of 1hr 50m turned into nearly three hours but we all got there

with no problems. Lunch was great we all enjoyed the food, so after recovering for an hour or so it was then on to Shuttleworth.

The hotel was basic but comfortable and clean, after checking in we found a lovely spot in the garden under the trees in the shade with enough tables and chairs for all of us. We'd had a suggestion from Carl to take a picnic for the evening, turned into a wonderful evening with lots of food and drink and great company.





On the Saturday we went to the cafe at the museum for breakfast, there had been a drive out organised but I'm afraid none of us went as it had been such a long hot journey up on the Friday, so we just had a lazy day walking around the hangers looking at all the old aircraft and exhibits then back to our tables and chairs at the hotel where there was a village show in the next field with various types of food for sale. There had been a hog roast organised for the evening so it was back to the museum area for more food and drink and a great evening. Most people had to be off site by 9.30pm as they were locking the gates, but as we were staying at the hotel it was back to our tables and chairs under the trees for the rest of the evening where there was more food and drink most of it coming out of Sue and Von's cool bags we think they bought them off Mary Poppins it just kept coming, it was all shared between us, an end to a perfect day.

On the Sunday we took the cars to the field next to the runway where in total there was around 200 cars all parked together a wonderful sight. After breakfast at the cafe we spent the rest of the morning admiring the cars and looking around the trade stands chatting to friends before making our way home. Thank you to all those that organised a wonderful weekend we all really enjoyed ourselves.

DIARY DATES

- ✔ September 22nd meeting at the Fairmile from 7pm
- ✔ October 20th meeting at the Fairmile from 7pm
- ✔ November 8th Bonfire night and BBQ with Keith and Caroline
- ✔ November 17th meeting at the Fairmile from 7pm
- ✔ November 23rd Breakfast at Haskins Garden Centre
- ✔ November 29th Christmas Dinner at the Thatchers Hotel, East Horsley

SURREY AREA WEBPAGE

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

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

KENT

On a very warm night we had a good turnout of topless stags in the car park of the Dog and Bear and a large gathering of members in the meeting room following our usual inspection of the cars in the car park. The premeeting was enlivened by the arrival in the village square of a steam road roller complete with a towed trailer and an additional water bowser behind the trailer. This drew many members and lots of the public and many photos were taken before it slowly continued its journey. It had an L plate on the front so somebody was working very hard.

In the meeting reports were given on the National Weekend, at which we had a good attendance, and Motors on the Moat at Leeds Castle on the previous Sunday.

Tractor Fest is next weekend, we have a reduced number attending as there are many other classic car shows on the same weekend. This is an early start as we must be on site by 9am.

David and Louise Howling outlined their proposals for this year's Treasure Hunt which will take place on Sunday 28th September. They have arranged a venue for both the start and finish where coffee will be available and then at the end of the day there will be a meal. If you don't want to do the Treasure Hunt but would like to join us for the meal that is possible. We will need a deposit and we must have at least 20 people for the meal. Final details will come in a separate email later.

Final details were also available for the Christmas Party on December 13th. Thank you to Vicki for all her work to arrange this.

As usual all details of further events can be found on the Kent area page of the main club website, we look forward to seeing you for the September meeting on Monday 8th September.

KENT AREA WEBPAGE

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

Derek Hewett

Tel: 07749232024 kent@stag.org.uk

WE BUY TRIUMPH STAG'S



ANY CONDITION FREE COLLECTION
CALL 07984 456 303

OUT & ABOUT

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

SOMERSET / DORSET

A few from our Area did get up to Shuttlesworth for National Day and said they enjoyed the weekend. Some of those who did not go to National Day went to The Helyar Arms in East Coker for our July N&N and although we were a small group we had 3 Stags in the car park.

We did not have a club stand at Sherborne this year but Pete was there supporting the NCI (National Coastwatch Institution) and had his Stag on the stand. He told me it was heavy rain whilst setting up the stand and also packing it away, but reasonable during the day. He did see a few other Stags there, Greg's early production Stag, a yellow (Mimosa/Saffron – custard!) one from Hampshire and a blue one, but didn't get to chat to the owner. His Stag did attract some attention and he let people take a photo by it or in it for a donation, so that helped increase interest and raised a bit of money for the NCI.

Poole Quay have evenings where selected classics can display their vehicles on the Quay and on Friday 25th July Rob Bowran posted on WhatsApp that it was British Classics that night and he was there and so far there were four Stags present. Rob Sharp read the post and decided

to join them. We must remember this for next year.

It was the usual car and bike gathering at Sturminster Newton on the first Saturday of the month and for the August meeting there were 317 vehicles on the field. Amongst them were eight Stags and I managed to meet up with four of the owners Graham, Geoff, Nick and Tim & Wendy. Two Stags I had not seen before and I did manage to chat with the owners. One was an existing member from Dorset and another was a member from the adjoining SOC Area of Solent & New Forest, out to enjoy the good weather. An apology for no names but it was good to meet up with you and hope you enjoyed the day and we meet up again, maybe a joint Area event. Greg was also there but in a Chevrolet Pickup Truck instead of his Stag.

The following day, Sunday 3rd was the second day of the West Somerset Railway Association Steam Rally at Norton Fitzwarren and Mark & Debbie, Jane & Mark and Mike & Jackie were there, three Stags and a "Herbie" Beetle belonging to Mike. They did report back that there did not appear to be the usual amount of people there, which is a shame as it is a very good event.

For some time people have mentioned the Oily Rag car meeting at Weymouth, so I thought I would pop along on Sunday 3rd August and have a look. There was a good selection of cars and bikes of all ages, including a very nice looking 1963 Mk2 Jag in excellent condition. I think





quite a few had left by the time I arrived so after a stroll around I took the coast road to West Bay.

Meanwhile, Pete was on the West Bay Esplanade with his Stag for the West Bay Weekend car show and discovered another Stag he had not seen before, but was unable to discover if the owner was a member.

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

Garry Martin

Tel: 01935 427625 jangarmartin@tiscali.co.uk

SOUTH WALES

July was yet another busy month for South Wales Stag Club with fantastic hot and sunny weather in which to enjoy our Stags. The month commenced with the evening drive on 1st July organised by Andrew and his report follows.

Evening Drive

The run started from the boating lake in Cwmbran as usual and 6 stags joined us there. A new member Brian Dryburgh and his wife Sue joined us in their rather nice white Stag. Its registration Number SGM22S brought back memories of a blue Stag owned by the late Harry Jones whose registration number was SGM 222S. This car I

believe is now with the Somerset area

Due to building work at my home, I was unable to access my Stag so had to slum it in the DB7. This of course also meant that I had to follow the protocol that Stags go first in convoy and all others follow. My thanks to Colin and Jill who took over the role of leader. I was last which gave me the benefit of not only seeing but also hearing the thunder of Stags driving up Belmont Hill. The weather was warm and sunny, so tops were down to get the most benefit of owning a Stag.

I chose the route through Ponthir and Caerleon as it by-passes the M4 in order to join the A48 at Langstone.

Our route took us along the A48 to Chepstow where we were joined by the Stags of Gary, Ian and Bob and Cherry, it was good to see Cherry driving a Stag how they should be driven, with gusto! The run then took us along the Wye Valley scenic route to Monmouth via Tintern Abby and Redbook with spectacular views of the Wye River, then across the Bridge to Raglan, most of this route is double white line so there was no chance of some stray modern overtaking and breaking the convoy.

We arrive at the Clytha Arms a little later than planned to find the kitchen closed. Despite comments from the bar staff that no bookings had been made, I had phoned them twice to say we would be there. In the end we managed to get some bowls of very nice chips.

The Clytha Arms had been recommended to me regarding outside seating and parking by several members of a different car club and sure enough we were able to park a line of Stags on the Grass at the rear. (The DB7 was left in the main car park next to a rusty Transit Van)

My route home takes me along the now completed Heads of the Valleys Road A465 to Merthyr. This is a spectacular route in its own right and with a beautiful sunset as well it was a great way to finish a great evening with great cars and lovely people.

Andrew Puddifer 5912

The Blaenavon Transport Festival which we had hoped to attend was cancelled at the last moment and we still don't know why! A major highlight of the summer was the legendary Hog Roast and Gary Ross has written a report regarding this event.

Hog Roast at the Orchards

On Sunday 13th July Cherry and Bob hosted the annual Hog Roast event at The Orchards. 19 Stags were in attendance plus four other classics. The weather was boiling hot, and the skies were clear.

The cars looked fantastic parked in Cherry and Bob's field although the grass looked like it belonged in the Australian outback rather than South Wales. The grass was like straw as the weather had been incredibly hot with virtually no rain for weeks.

I believe over forty people attended the Hog Roast and the main course was plentiful and delicious.

As usual the ladies in the club came up trumps with a fantastic array of desserts.

Everyone had a great time with plenty of catching up as most of us sat in the event shelters to avoid the





burning sun.

Our sincere thanks to Cherry and Bob for all their hard work in once again organising this fabulous event.

Gary Ross

The organiser of this event was Kelvin Chambers and his report is included below.

Sherborne Castle Classic & Supercars Show 20 July 2025

In 2023 I organised a 5-car stand and the South Wales Stag Group attended the Sherborne Castle Classic & Supercars show. I arranged an overnight stay at a local hotel, and we all enjoyed the weekend. In 2024 I again booked a stand for the Stag Owners Club, but I was the only one who attended in a Stag from South Wales, but the Somerset Group made up the 10-car stand and again it was a great day.

This year I joined with the Reliant Scimitar Owners Club (my other car) on their 10-car stand but unfortunately my Scimitar was off the road, so I took my very rare Skoda Octavia vRS WRC. This is 1 of 16 examples left in the UK. Skoda produced 100 worldwide to commemorate 100 years of Skoda in Motorsport (photo attached of the car at the show).

The day was exceptional. It is one of the only times you can get close to a huge number of Supercars and about 500 classic cars, both on club stands and individual entries. I counted just 4 Stags which was a shame.

The location at Sherborne Castle in Dorset is fantastic. In addition, all the money raised by the Committee goes

to charity. In 2024 over £65,000 was presented to local charities.

It is one of the best shows in the UK and I highly recommend attendance in July 2026

Kelvin Chambers

The final event in July was the Bynmawr Transport Festival organised by Terry Dunn.

Brynmar Transport Festival

On Sunday 27th July four Stags made their way to Brynmawr to attend the annual car show which is held in the main streets of the town. I'm not sure if it was by design but we were parked in front of the aptly named Rustic Stag Cafe.

We were later joined by Colin who had come as a spectator but managed to find us all in one of the cafes enjoying our breakfast.

This year's show was a record year for the organisers with over 210 cars and numerous motor bikes in attendance.

The weather stayed dry right up to the time we left when light rain started but as I'd promised my Grandson his first drive with the top down, we set off and managed to get home relatively dry.

A good day out with excellent company.

Terry Dunn

We welcome all Club members in the South Wales Area or further afield. We keep in touch by email and WhatsApp. We meet on the first Tuesday of every month at 8pm at the Crows's Nest pub in Cwmbran.

However, in the summer, the time changes to 7pm when we normally have an evening drive which ends at a pub for light refreshments.

DIARY DATES

- ✔ Saturday 20th September Rougemont Show
- ✔ Sunday 28th September Cowbridge Show
- ✔ Tuesday 4th October N & N Crow's Nest Cwmbran

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

Mobile: 07799 882604 southwales@stag.org.uk





The Powderham Historic Vehicle

DEVON

July is a month when we are truly spoilt for choice when it comes to shows in Devon with members posting pictures from all over the County of Stags in all their glory on the Devon Area Facebook page <https://www.facebook.com/groups/2085408858362730/>.

The two big events for the Devon Area SOC in July are Powderham and RHS Rosemore, we book a club area at both of these events every year. The Powderham Historic Vehicle gathering this year celebrated fifty years of the South West's premier historic and classic vehicle event, which played host to almost 2000 exhibits over two days. The event brought together vehicles from more than a century of motoring with cars, motorcycles, commercial vehicles (including buses), military, tractors and a mighty steam powered vehicles. In addition there were around one hundred trade stands including many autojumble stands. It is also a big family day with live music, a dog show, miniature train ride and other children's entertainment. On both days we had a fine collection of Stags on display in the Devon SOC area, these spanned the evolution of the Stag and showcased some of the popular modifications from gearboxes to water pumps. These generated a lot of interest from visitors and led to many in-depth technical conversations and attracted new members to the SOC. We had fantastic weather and the Stag area benefited from a nice sea breeze, overall a great success all round. The event has raised around £300,000 over the years for mostly local causes receiving donations.

The Vintage Weekend at RHS Rosemore is the other well attended July event where Devon SOC has its own dedicated area. This was a great opportunity to visit their fantastic gardens as well as admiring the huge and eclectic selection of classic cars, motorcycles and tractors on the rolling lawns of the arboretum and speaking to the



The Vintage Weekend at RHS Rosemore

collectors who treasure them. If that were not enough, there was a chance have a go at 1950's swing dancing with Neil and Kerry from 'Step into Swing', or to sit back with a cocktail from Olive or Twist and listen to the sounds of Fine Whines, Gemma Ruby and The Hummingbirds. There was plenty for kids/grand kids who enjoyed family fun with Punch and Judy shows, steam rides and retro games. Many thanks to Jean Kennedy for co-ordinating this event and ensuring that there was a fine display of Stags for all to admire.

By the time you read this, many of us will be preparing for the fantastic Tour of Devon which takes place on the 21st September, this is brilliantly organised by our friends (until the annual skittles match!) at Devon TSSC. Also on the calendar for September is the Noggin & Natter at the Dartmouth Hunting Lodge on Wednesday 10th September, the World of Country Life Classic Car Show on Sunday 14th September and the Sidmouth Classic Car Show on Saturday 20th September. Full details are on the Devon Area website <https://www.stag.org.uk/devon-home-page/>

DEVON AREA WEBPAGE

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

Peter Turgoose

Mobile: 07768 361872 devon@stag.org.uk



SOUTH WEST WALES

The South West Wales group meet on the third Wednesday of the month. From May we normally have an evening run with a normal meeting 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.

I have been talking to The Stag Hood Factory regarding my hood which has always worked fine but recently started playing up it would go down but not come back up and as you can imagine if I was out and it started to rain, I had a problem. I don't think all the pulling on the hood helped so it was time to take it to SHF. This I did on 1st July and thankfully I had an uneventful drive up and back. Since then using the car has been very well planned with special notice to the weather and I know I will regret saying this but I have been very lucky and have not been caught in any showers. Hopefully my hood will be ready for collection soon and I can relax again when using the car. Speaking to the members it was decided that another day trip was required so this month I organised a day run to Hay-on-Wye. A day was chosen and that was the 9th July. SWW and WW joined together and we had 7 Stags as the weather was good I took mine. Lovely sunshine organised by me accompanied us for the day. The route was from Carmarthen up to Llandovery and a comfort break in the West Ens Café where we met up with Colin Evans from the South Wales area. From hear it was up to Hay-on-Wye. A walk around the town and a lunch and a coffee we then had a compulsory ice cream sitting down in the square outside the entrance to the castle. While enjoying the sunshine I spotted a plaque on the wall above us which did amuse us all. This plaque stated "KING HENRY VII FIRST WELSH KING OF THE ENGLISH" as his father was from Pembrokeshire and his mother was English. Then it was time to make our way home and all



back safely. Our July N&N was organised by Ian Sutton unfortunately we could only muster 3 Stags due to the weather forecast of rain later in the evening which ruled me out but I did take part in the daily driver. To say it was an eventful evening is mild. Starting of at Pont Abraham services M4 Ian organised a police escort from the start to Ammanford this consisted of a police car and bike. As we approached Ammanford I think the police car had a more pressing engagement and on went his lights and off he went. From Ammanford it was to Llandeilo and then to Dinefwr Park and Newton House. Ian had arranged for us to get close to the house for photos but as we were only 3 Stags he decided not to contact them to open the gates and let us in. We did stop on the way out for photos and that was another issue as one Stag refused to restart. Anthony's Stag decided it didn't want to go any further no matter what we did it would not move. Being a caring area we took Chris (Anthony's wife) with us but left him there and went on for our meal but not before a phone call to the AA and a wait of about an hour was confirmed. Our food venue was The Smiths Arms and what a lovely place it was with excellent food and service. Chris enjoyed her meal and I think Anthony enjoyed his takeaway when he eventually had it. Anthony was keeping an eye on the AA app and where the recovery vehicle was but did try to start the car before it got to him and it started so a quick call to cancel the recovery before driving home with no other issue. The following morning it started first time. Ideas of what may be wrong please send on a post card to Anthony.

Clive Perman

DIARY DATES

- ☛ Day trip Caerphilly Castle 16th July
- ☛ Gnoll Park Classic Car Show 17th August
- ☛ N&N 20th August
- ☛ Glamorgan Classis Car Show 30th August

Clive Perman

Mobile: 07702 323491 clive.perman@ntlworld.com

WEST WALES

I'm writing this month's report at the beginning of August, which is turning out to be a busy month for shows and events as, thankfully, the good weather is so far continuing to hold. There's not much however to report on from July, as most of those events took place at the beginning of the month and I reported on them in the August magazine.

At the end (Sunday 27th) of July I attended a nice little show at the Gwili Valley Railway, just outside Carmarthen, together with a friend from the TR Register in his TR6. Although I was the only SOC member from West Wales to attend this newly developed show, I did meet up with Huw Morgan from the South Wales Area with his beautiful blue Stag. Although quite a small show, it was boosted on this occasion by being held as the National Day for the Gilbern Owners Club, the classic Welsh sports car, and there was quite a large representation of Gilberts on display. Alongside the show itself, we also had the opportunity to take an interesting ride on the Gwili Valley Steam Railway, making it a very enjoyable day out.

Today (Sunday 10th August) I've just come back from the excellent Aberaeron Vintage Show, held in the grounds next to the Llanerchaeron National Trust property in Ceredigion. However, I didn't attend on this occasion with my Stag but rather with my Classic VW LT campervan. There had not been much interest shown from the West Wales SOC for attending this show, which was a shame as it turned out to be quite a big show, with a large and wide-ranging display of various sorts of vehicles. As a last minute decision, Maurice and Mary Bakewell from West Wales SOC attended the show with their Stag, so at least someone was able to represent the Club, and I did spot one other white Stag on the show field but didn't get to

CORNWALL

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

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

DIARY DATES

- ☛ September 7th - Penmorvah Manor Hotel lunch and Glendurgan Gardens
- ☛ October 5th - Falmouth Boat trip or Heligan and Jamaica Inn
- ☛ November 2nd - Wheal Martyn Clay works museum PL26 8XG
- ☛ December 13th - Christmas dinner at Penmorvah Hotel
- ☛ January 4th 2026 - AGM 10.15 for a prompt 10.45 start. Perranporth Memorial Hall, Wheal Leisure Close TR6 OEY
- ☛ February 1st 2026 - Trethorne Leisure Park lunch and bowling Launceston PL15 8QE

Mark Colton-Taylor

07900 982762 cornwall@stag.org.uk

At the Gwili Valley Railway





Aberaeron Vintage Show

meet the owner, so I don't know if they are SOC members.

The next week, and the remaining weeks of August is looking to be quite busy for the West Wales area, with several shows and events. Our next N&N and evening drive is in two days time, and two days after that some of us are joining the South West Wales area for a day trip in our Stags to Caerphilly Castle, organised by Clive Perman. This, together with the remaining shows that are forthcoming, should mean that I have plenty to report on for next month's magazine.

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

- ✔ Sun. 7th Sept Paul Sartori Classic Car Run Pembrokeshire
- ✔ Tues. 9th Sept. N&N and evening drive tba
- ✔ 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 and evening drive tba

BRISTOL

New Co-ordinator required

AM Restorations (UK) Ltd

YOUR PRIDE OUR PASSION

At AM Restorations we are as passionate about restoring Triumph Stags as you are about owning and driving one

Whether you are considering restoring your current Stag or completing a stalled project we can tailor any restoration to your specific needs

Body work Paintwork Mechanical Trimming



www.amrestorations.co.uk

01752 346544

info@amrestorations.co.uk

14 Kay Close
Plymouth
PL7 4LU

James Paddock Limited

6 Chantry Court, Sovereign Way, Chester, CH1 4QN

Tel: 01244 399899 email: parts@jamespaddock.co.uk www.jamespaddock.co.uk

STAG – SPITFIRE – GT6 – HERALD – VITESSE – TR6



VISIT OUR WEBSITE FOR FULL RANGE OF PRODUCTS
WWW.JAMESPADDOCK.CO.UK
 NEXT DAY DELIVERY AVAILABLE



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

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

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

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

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

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



WANTED TRIUMPH STAGS

All conditions from barn finds to concours, Complete collections purchased.

If you are selling your Stag then please call us for a friendly chat.

Know of a car? We pay a finders fee on a successful purchase.

No uncertain brokerage sale.
 Prompt. Hassle-Free. Cash Buyers

07787 528131
 SCAN QR FOR FULL CONTACT DETAILS

U.K. Based



THE VEHICLE RESTORATION Co.

Triumph Stag & Triumph Stag hardtop specialist • Est. 1986



Tim Collins

Based in Sussex, PO19 7HS
 Colour matched to your car.
 We can usually supply a suitable donor hardtop for rebuild.

Please contact for details.
 Email: vrc1986@outlook.com
 Tel: 07834 086565.



Visit our website www.vrc1986.co.uk

SOC ACCESSORIES & REGALIA



NEW SOC LADIES POLO

This superior quality polo is supplied with contoured ladies fit design. Royal Blue with embroidered SOC logo.

£17.50



SOC LADIES POLO - Fuchsia

Our nice bright Fuchsia pink polo as an alternative to royal blue. Contoured fit with embroidered SOC logo.

£17.50



NEW SOC BEANIE HATS

Our new beanie is soft to touch and is wonderfully warm and cosy too!

Available in Navy Blue, Burgundy and Dark Grey.

£12.50



NEW SHELL JACKET - Grey

New style soft-shell jacket with grey fleece lining featuring the Stag Owners Club logo.

£40.00



NEW SOC BLACK LEATHER KEY RING

New style quality leather key ring with enameled SOC logo.

£ coming soon



STAG PIN BADGE

Available in a number of Stag colours.

£5.00



SOC BLACK QUILTED 3/4 JACKET

Our newest jacket is styled on the popular outdoor equestrian-style padded jacket. It is warm and light-weight and features the SOC embroidered logo.

£45.00



STAG GREETING CARD

Available in a variety of stag colours. Sold as singles or a pack of 5 with envelopes.

from £2.00



STAG ENGINE POSTERS

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

£17.50



SOC RUGBY SHIRTS

Get your hands on the our new brushed-cotton superfit rugby shirt with a super-soft finish. Available in burgundy, navy, bottle green and fuschia pink.

£25.00

Tel: 01926 614606 or email: info@clubaccessories.co.uk

www.clubaccessories.co.uk



Suffolk area at the Cardington airship hangers