



# STAG OWNERS CLUB

ISSUE 503    APRIL 2025



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# 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

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**Secretary:** Tracey Cooke

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Tel: 07549 916568

**Vice-Chairman:** Peter Robinson

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**International Liaison Officer**

**SITUATION VACANT**

**Standard Triumph Forum representative**

**Andy Hedley**

**Insurance Valuations Officer & Advisor on MOT requirements for modified Triumph Stags**

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**For content: Roger Gray**

Email: webeditor@stag.org.uk

**Anything else**

Email: webmaster@stag.org.uk

**Forum Liaison**

**Paul Smith**

Forum username 'Committee Liaison'

**Modified Stag Co-ordinator**

**Andy Phillips**

Email: modified@stag.org.uk

## GENERAL CLUB INFORMATION

### Change of Address

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

### Subscription Rates

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

### Diary Entries

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

### MAGAZINE Copy Deadline

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

### Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

### Private and Trade Advertising

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

### Back Issues

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

### Technical Queries

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

### Area Co-ordinators

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

### FORUM

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

### Insurance Scheme

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

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

### Data Protection Act

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

### WEBSITE

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



## EDITORIAL

**D**rive it Day is coming up at the end of the month and I know most areas are organising certain trips out and visits to various places.

It's a great opportunity to get your car out and check everything is working okay before any longer trips later in the year.

And don't forget to send in your report and lots of pictures of your day out.

The European meeting in Germany is at the end of May, not too far away, and quite a few areas have a good contingent of members and Stags going.

There is a lot of planning and preparation going on for this with some members who are experienced in continental travelling with their Stag, but quite a few for whom this is a first time experience and therefore feeling a bit nervous.

Doing this with a club and in the company of club members is the way to do it and provides support if anything should go wrong.

This is what the club is about. This is why we do things like this.

*Carl Fuss*

## ISSUE 503 APRIL 2025

**Front Cover:** West Wales Crank Up at National Botanic Gardens

**Pic:** Nick Cale

**Back Cover:** Oxford area Stags

**Pic:** Richard Green



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



# SOC NATIONAL WEEKEND 2025

SAVE THE DATE SAT 12<sup>TH</sup> – SUN 13<sup>TH</sup> JULY 2025



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

## COSTS

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

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

## THE EVENT

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

## ACCOMODATION

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





## LOCAL HOTELS AND GUEST HOUSES

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



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- Booking via [Shuttleworth.org/product/sf25-camping/](http://Shuttleworth.org/product/sf25-camping/)







# WANTED ... WANTED ...

## INTERNATIONAL LIAISON OFFICER

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

## SECURITY LIAISON OFFICER

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

For more information on the above positions please contact the Club Secretary: [secretary@stag.org.uk](mailto:secretary@stag.org.uk)

## DIARY DATES 2025

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

*I know we've been getting quite a lot of rain recently,  
but I think this is one accessory too far!*  
Andy Hedley





# SOCTFL ANNUAL GENERAL MEETING 2025

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

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

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

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

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

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

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

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

### **Stag Owners Club Tooling Fund Limited**

I/we (name) \_\_\_\_\_

(membership no.) \_\_\_\_\_

and (name) \_\_\_\_\_

(membership no.) \_\_\_\_\_

of (address) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

appoint the Chairman of the Meeting or

\_\_\_\_\_

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

Signed \_\_\_\_\_

and \_\_\_\_\_

Date (day/month/year) \_\_\_\_\_

## **SOC CO-ORDINATORS MEETING**

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

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

Contact: [coordinatorliaison@stag.org.uk](mailto:coordinatorliaison@stag.org.uk)



### **Thought for the Month**

**Rupert Klaiber**

"To the Spirits of the Departed, Tiberius Claudius Secundus.  
Baths, wine and sex destroy our bodies,  
But only baths, wine and sex make life worth living.  
A tombstone dedication, (abb.) from his wife Merope"



# A GRAND DAY OUT

## ORGANISING SPECIAL EVENTS FOR THE SOC

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*You have probably read in the magazine, that Roland Tate, coordinator for Northumbria area, has been organising visits to a number of estates and country homes for members. Below is a resume of the visit he has arranged on 6th July to a privately owned estate. The visits can be difficult to arrange, as some owners are not so keen, so to be able to arrange such a visit is quite a feat.*

**B**elonging to the Stag Owners Club gives you, the members, the right to attend events held by any regional group in the country.

This is how the friendship and camaraderie of the club is increased and we enjoy one another's company. It is a way to enjoy your stag whilst having a wonderful day out and well worth supporting, as it something you wont get to do every day.

It would be great to achieve a large display of Stags outside the country estate, so if you fancy a exhilarating day out, contact Roland and register your name and details.

Club drives are usually organised on an Area by Area basis – but this Club drive to a flagship venue could interest any Member with a Triumph who loves the Lake District. You are invited to join Northumbria and North Lancashire Areas who are already 'on the case' and Cumbria Members are also particularly welcome!

On Sunday 6 July we will assemble for a few hours in the beautiful private grounds of the Lingholm Estate on the west shore of Derwent Water. Once a holiday retreat for Beatrix Potter then the home of Lord Rochdale, it was purchased in 2013 by the Seymour family who have invested huge sums to make it the fabulous estate it is today.

We will all arrive together as a group and park on the manicured lawn in front of the house where peacocks will be roaming freely. We will receive a short introduction to the House and we may even get a look at the Owner's classic car collection! There is a lovely spacious café on site. We have arranged for Natalie, our friendly drone pilot, to attend to take the high resolution photo of the month which all attendees who pay £5 will receive. Some Members may wish to stay the night before – there are loads of B&Bs available.

Daily drivers will need to park in the public car park (fee payable) outside the gate. The lawn is good but space may be limited if the weather is good so if you want to go please give your name, contact details and Triumph Registration plate (for checking on the gate) to Roland Tate (see Northumbria Area for contact details) who will send further details by email in due course to those interested. Happy Holidays!

***Roland Tate***



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# RECREATING THE RALLY STAG



## IN 1:16 SCALE

**F**or a long time the big marathon rallies have been of interest and as a Stag owner, this particular car intrigued me as it isn't the obvious choice to take on a long distance rally.

I got to know owners Phil and Kieron through the Club and they liked the idea of a model of their car, so the challenge was on and I built the Trans America version. That led to another conversation and the next challenge was the Winter Trial with the hard top on.

There was more to this than I expected. Removal of the bumpers was easy, cutting out the rear seat to allow for the 2 spare wheels wasn't. The small details such as wheels are readily available, but smaller parts such as the Halda clocks, roll cage (hardtop version only), sump guard etc were made from paper clips and a foil take away tray. They were time consuming, but not hugely difficult. The greatest help for the Winter Trial decals came when Phil got the company who did the originals to send them to me as a PDF, saving a lot of work. I built 2 of each version, Phil and Kieron having one pair and I have the other.

Phil has often said he will put something in the magazine about the real car as it is quite a story, hopefully he now will.

The details below are from Phil, who kindly sent them when I said I was considering something for the magazine. As you can see, a very well used car.

*"The Triumph Stag was stripped, strengthened, and tweaked but its main mechanical components, including Triumph's 3.0L V8, remain standard. Having competed in a number of MSA Euroclassic rallies the Stag went on to lead the Trans-America rally for 20 of the 23 days until transmission failure near Idaho Falls after 7182km. With 2318km to go they did finish the rally after parts were air freighted to them from Arizona.*

*"It then went on to compete in The Samurai Challenge through Japan and take part in a number of other historic rallies including scoring a number of class wins in a variety of events including the notorious Winter Trial."*

**Andrew Bradbury**







## THE RALLY STAG NOTABLE EVENTS

- 1996 MSA Euroclassic: Kent to Nürburgring
- 1997 MSA Euroclassic: Brussels to Monza
- 1998 MSA Euroclassic: Versailles to Marseille
- 1999 MSA Euroclassic: Brussels to Salzburg
- 2000 MSA Euroclassic: Brussels to Budapest
- 2001 MSA Euroclassic: Brussels to Imola
- 2001 MSA Euroclassic: Paris to Valencia
- 2003 MSA Euroclassic: Antwerp to Vienna
- 2004 MSA Euroclassic: Chantilly to Florence
- 2005 MSA Euroclassic: Aarhus to Gothenburg
- 2006 MSA Euroclassic: Lille to Baden-Baden
- 2007 MSA Euroclassic: Leon to Lisbon
- 2008 MSA Euroclassic: Stavanger to Malmö
- 2009 MSA Euroclassic: Santander to Versailles
- 2010 MSA Euroclassic: Nürburgring to Lindau
- 2011 MSA Euroclassic: Contrexéville to Parma
- 2012 MSA Euroclassic: Leon to Vichy
- 2015 TransAm Rally: Halifax, Nova Scotia to San Francisco\*
- 2016 Three Castles – Wales
- 2017 Samurai Challenge (Japan)
- 2018 Three Castles – Wales
- 2019 Winter Trial (Austria, Slovenia, Germany)\*
- 2019 Three Castles – Wales
- 2020 Winter Trial (Czech Republic, Germany and Austria)
- 2020 UK Poppy Rally
- 2023 Winter Trial
- 2023 Arctic Challenge

\* The two models built





## STAG SWISS GRAND TOUR



**F**or some years I have had the desire to cross Swiss Alpine passes in our Triumph Stag, but Covid struck and this delayed our plans. Then in early 2023 our second son offered us a golden opportunity by offering to house sit and look after our dogs while we made the trip.

I put together an outline plan based on the official Grand Tour of Switzerland. I had come across the Grand Tour quite by accident when we were skiing a few years ago, staying near Gstaad. My wife then made detailed plans booking the hotels along the route.

I started to look around the internet for reasonably priced Action Cameras and Sat Nav with European cover. Whilst my wife was happy for me to acquire an action cam, the GPS was a “no no”. After all, she said very adamantly,

they did not have car sat navs in 1977 – the year of our Stag. I protested but gave up knowing that we could always resort to our mobile smart phones – albeit at vast additional fees payable to EE.

So, what is this Grand Tour of Switzerland? Potentially it's a road trip passing through many of Switzerland's beauty spots, promoted by the Swiss Tourist board. <https://www.myswitzerland.com/en-gb/experiences/experience-tour/grand-tour-of-switzerland/> For a reasonable sum if you look online, you can buy the road map with the trip highlighted. Costs range from about GBP16=00 depending on the version you acquire. If you drive it all it's over 1,000 miles. There is also an App which can be downloaded onto a smart phone. Our planned version was to start in the east of the country and work our way down to Lake Locarno and then back up some famous mountain passes closed from October through to mid-June. We already know the Jura section of the Grand Tour from previous holidays and family connections already in Switzerland.

We set off on the night ferry from Portsmouth on 17th July which offloaded us in Caen in the early morning of the 18th July. We had followed a Ferrari from the late 70's aboard the Barfleur, and noticed how little ground clearance it had, as it scraped getting up and down each of the ramps on the ferry car deck. Thank goodness for







ground clearance on our Stag, even well loaded. Our plan was to initially avoid motorways and Paris, by driving down towards Chartres before heading southeast on the A6, then staying a night in Chablis. The hotel where we have stayed on two previous occasions did not disappoint us. And of course, I enjoyed a couple of glasses of the town's famous home brew. Both of us were nonetheless surprised at our hotel bill the next morning. Or was I embarrassed at the cost of just 2 glasses?

I had concerns on the A6 with daytime temperatures reaching 33C or more. The heat was such that it could be felt from the pavement through to our shoes. The temperature needle moved firmly towards the red, so we reduced our speed from 75mph to 60mph. This was frustrating and will need to be investigated further. But the strategy worked. We also got too hot with the hood down, despite copious splashing of suntan cream hats and sunglasses. A solution fellow Stag owners have proven works, was to raise the soft top, and leave the back window unzipped, and all other windows down. Who needs air con?

The next morning, we set off towards Switzerland, first shopping in Poligny in France, picking up 4 bumper packs of Croissants to take to family in Concise, Switzerland. A good job we were not travelling with our Labrador and Border Terrier as there would have been nothing left in the few miles crossing the border.

Anyway, they are more than 3 times the price in Switzerland. We joined the queue to drive from France to Switzerland at the Jougne. There is a long descent off that bit of the French Jura into Switzerland from Les Hôpitaux





Neufs where the local Intermarche does a roaring trade in discounted fuel before motorists hit the Swiss fuel price of around GBP2/litre.

The French Customs officer stopped us before leaving France on the pretence we might be taking in more than €10k. We told him we just wished we had, to which he said we could always sell the car. He really wanted to know more about the beautiful Java Green Stag passing before him onto Switzerland.

We stopped over 2 nights in Concise catching up on family news. And of course, everyone in the family had to be taken for a drive in a classic Triumph Stag. Possibly a once in a lifetime experience given how few Stags reside in Switzerland. And with the gradual move to EVs there are likely to be fewer and fewer internal combustion powered cars on the roads in the years to come.

Lake Neuchatel is not as well-known as Lake Geneva, but it is just as impressive. There are numerous yacht marinas alongside in which are sailing and motor yachts of all sizes and standard of upkeep. There is however a minimum standard below which the Swiss authorities no longer consider a boat seaworthy – or should one say lake worthy?

As for Concise, this is a small semi agricultural town at the foothills of the Swiss Jura. It is surrounded by vines as well as fields where cattle are raised. The motorway A5 passes to the northwest of it, and both have views over the lake. The architecture is a mix of old traditional farmhouses mostly modernised inside, with new buildings filling in. While a few houses have air source heat pumps, most are ground source heat pumps. To the southwest is the spa town of Yverdon, while to the north east is the large town of Neuchatel. Both are worth visiting, as we have on numerous occasions in summer and winter.

*Nigel Griffiths*

*To be continued...*



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# STAG MAINTENANCE

## WHEN FIXES DON'T GO TO PLAN...

**A**bout 18 months ago the Stag wouldn't start after it had been left for a few hours. There wasn't a hint of a spark. I diagnosed the coil due to incorrect readings on the primary or secondary windings. The coil was replaced with one from the boot and we set off home. I immediately ordered (from one of the major suppliers, not ebay) and fitted a new Lumenition ballasted coil to go with the Lumenition Optronic ignition.

A week later we suffered exactly the same experience but this time had to call out the breakdown. Changing the distributor cap and rotor arm had made no difference. The breakdown guy didn't know what could be wrong but thought the inside of the distributor cap looked a bit dirty. He sprayed it with cleaner and the car immediately started.

We experienced the same type of failure a few times over the next year or so but each time spraying the inside of the cap with brake cleaner did the trick. I'm still not sure why.

Just after last Christmas the car would start and immediately die. It then ran OK after a few minutes. A few days later after starting OK it died about a mile from home. Enough was enough.

I contacted Roy at Autocar electrical.

I assumed that the optical part of the ignition was faulty. For a total of £20 they will test the Lumenition power unit, optical part and the coil and post it all back. It transpired that the readings of the primary and secondary windings

of the coil were fine but under load on an oscilloscope it was breaking down. I emailed Roy the invoice and he replaced it under warranty. A very helpful contact. Roy agreed that the coil must have been faulty from new and he tested the replacement before he sent it to me.

On their return the parts were refitted and the car started immediately. While the distributor cap was removed I noticed that the central sprung carbon contact was nearly worn out. Even new it is very short. It is a Distributor Doctor cap and they supplied a new contact plus one as a spare.

While the car was out of action I decided to carry out some servicing starting with the front brakes. This

concluded with the need to replace the calipers and I'll explain the reason why and the issue I had with the new pads.

There is a small aluminium plate that sits between the base plate and the optical unit. It seems that it is quite easy to strip the thread when screwing the optical unit to this plate. Autocar can now only supply 3D printed replacements which would be even less resilient. The screws supplied are not long enough to fit locking washers and so I used a locktight product.

Anyway, while the car was out of action I decided to start carrying its annual service and beginning with the front brakes. Having removed the pads, cleaned everything and regreased the edges of the pads I was putting it all back together pushing a split pine by hand through the lugs when one broke off. Both edges of the lug and the caliper were very rusty. You can imagine my language but it was obviously better to have found the problem rather than it fail on the road.

Having telephoned the local Stag specialist to establish that they had a pair of calipers in stock I drove over to collect them. On my return I fitted the new calipers with new aero hoses I had in stock. I then tried to fit new Green Stuff pads but I couldn't get the split pins to go into the lugs. The pads were sitting too proud. I then noticed that the new pads had a noticeable lug on them. The technician at the Stag specialist couldn't remember because he hadn't fitted pads for a long time. ChatGPT stated that one of the reasons for the lugs is for anti vibration and noise reduction purposes. It said that the lugs usually go at the top but couldn't confirm in relation to Stags. The Haynes manual doesn't mention the lugs. Fortunately, Rod Kennedy of the local Stag group confirmed that they go at the top. Thanks Rod.

The pads were then duly fitted and the system bled. I've had the car for over 12 years and the lugs on the old pads were far less obvious and I don't know if I had previously incorrectly fitted them and therefore was responsible for the lug failing.



*Nick Waller (30144)*

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# KNOW YOUR STAG #33

## THE ENGINE INTERNALS, PART 2

**L**ast month I covered the most important features of the engine, the crank, the pistons and the conrods. This month I am going to be concerned with the bits which you cannot see without taking something off and which, although ancillary to the power generation, are necessary for the power to be produced and transferred onwards to the gearbox.

## The Jackshaft

This shaft runs through the length of the engine and runs, not in special bearings, but in the plain bearing surface formed when the cast iron block is machined. It is a 'push fit' and is held in place with a plate which slots into a groove in the shaft.

The jackshaft is driven by the timing chains which pass over a sprocket on the front of the jackshaft and its purpose is to drive the water pump and the distributor through skew gears machined into the shaft and, by a slotted drive in the end of the distributor shaft, it drives the oil pump. It is included in this section of the articles as without the drive to the distributor, there would be no power developed in the engine.

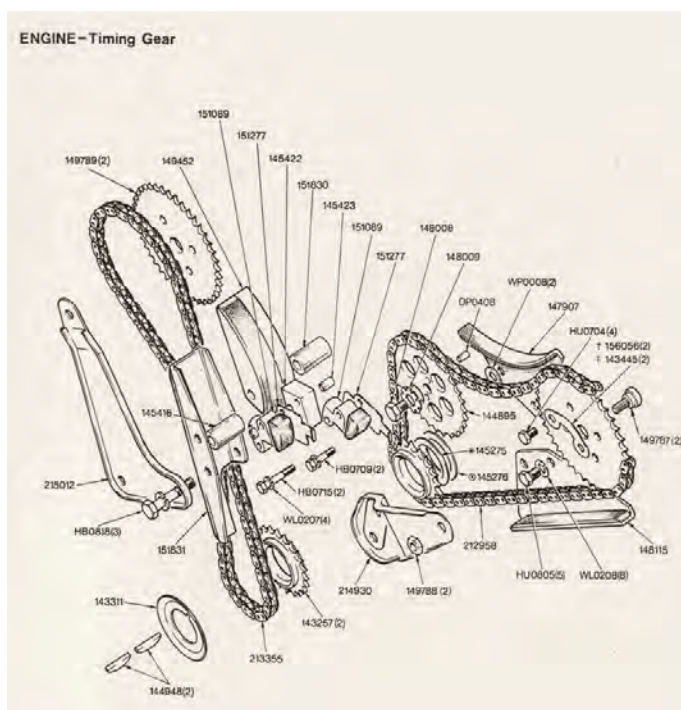


*An original jackshaft (with the intermediate shoulders) showing its arrangement within the engine, driving the water pump, distributor and, through a hexagonal shaft, the oil pump.*

The part number of the jackshaft is the same for all Stags, and is 214789.

## Timing Chains, Sprockets and Tensioners

We have come at this through the need to have something driving the jackshaft and that is handily arranged by using the left hand timing chain, itself driven by a sprocket from the crankshaft. The jackshaft sprocket is shown just right of centre in the following illustration and it is located on the jackshaft with a dowel and held in position with a bolt and tab washer.



*Page 02-11 from the 1974 parts catalogue showing the arrangement of the timing chains, sprockets and tensioners.*

It is the inner crankshaft sprocket which drives the chain which drives the jackshaft sprocket and the face of both sprockets have to be in alignment to ensure true running. It is by shimming the crankshaft sprocket that the alignment is obtained and there are two different thicknesses of shim available to correctly pack out the sprocket (part numbers 145275 (4 thou) and 145276 (6 thou)).

Although to drive the jackshaft with the LH chain is a handy use of the timing chains, their main purpose is to drive the two camshafts in the cylinder heads and thus ensure that the valves open and close at the correct times. The chains themselves are self explanatory in that you have all ridden a bicycle – the principles are the same, however, instead of just moving the rear wheel back to tension the bicycle chain, you cannot move the cylinder head up a bit to suit so the Stag timing chains



are tensioned by rubber covered pistons which bear on one free side of each chain. These gradually extend to keep the chains at the same tension as they stretch slightly in operation, the pistons being exposed to the engine oil pressure from drillings from the main oil gallery in the block.

To ensure that the chains run correctly between sprockets each has two rubber faced guides which are bolted to the front of the crankcase. To allow for the chain assembly to be held in position while the heads are removed/fitted, each side has a mounting bracket which is bolted to the block face and locates in the central hole in each top sprocket with a fitted bolt (part no. 149787) and nut.



*Mercedes did all this in the same way but everything is twice as 'beefy' with a two-row chain, large camshaft bearings and a piped oil feed to each bearing. This is a 3.5l V8 from 1970, later used in the 350SL which competed directly with Stag from 1972.*

There was no change to the part numbers of any of these components during production. However, what did change was the tab washers which secured the two camshaft sprockets to the camshaft. The early part number was 156056 and the later one was 143445, the change being made at engine number LF2331 (approx September 1971) according to the parts catalogues. This is where I fail you thoroughly as I just cannot remember what the early tab washer looked like but the parts catalogue picture did not change from 1970 to 1978 so the differences were very small. However, to complicate matters slightly, I am going to suggest that the tab washer which is currently masquerading in the shops as part no. 143445 is a not-quite-right reproduction of the original.

This washer is not a normal tab washer as it is locks two nuts with a single component and therefore looks a bit like one of those milk pail yokes that you saw being carried around by Swiss milkmaids in your children's books.

I believe that the original lock washer (143445) had just two tabs and looked like this:



*The sprocket lock washer as I seem to remember it – just two tabs.*

However, today's replacement looks like this:



*The sprocket lock washer that you can buy today.*

I think this is actually part no. 154161, the tab washer quoted for the same use in a TR7. The slant 4 and the V8 use the same system of sprocket location but the TR7 carried on in production for longer so maybe the part was altered to 154161 and this became the standard replacement for all slant 4 and V8 applications. Whatever part number is quoted, if you are doing any overhaul work the new style tab washer will work equally as well as the original styles.

If anyone can remember back to 1971 and tell me how they remember these tab washers to be, I would be grateful and I will share your memories when I do my year end catch-up in December.

### The Drive Plate/Flywheel

At the other end of the engine we have the flywheel (manual) or the drive plate (automatic).

The flywheel which was used with a manual gearbox installation was available with either five holes in the central land for use with the early four bolt crankshaft (four bolts and one locating dowel) or with seven holes for use with the later six bolt crankshaft (six bolts and one locating dowel). The four bolt crankshaft can be fitted with the six bolt flywheel to leave two of the holes unbolted and the four bolt flywheel can be used with the six bolt crankshaft – if you leave two bolts out of the crankshaft.



I will leave it to you to decide whether this is a good idea or not.

The four bolt flywheel has part no. 215759 and the six bolt flywheel the part no. 217250. The change point is quoted as being engine no. LF 274 E (July 1970)



*A six bolt flywheel, part no. 217250.*

The same idea applies to the drive plate which was used with the automatic gearbox and each drive plate can be used with each crankshaft but the drive plate is a much thinner plate and is prone to vibration and ultimately cracking so if you are rebuilding an engine it would probably be best to use the later six bolt crankshaft and drive plate.

The four bolt drive plate has part no. 217411 and the six bolt drive plate the part no. 214766.



*A six bolt drive plate, part no. 214766.*

The drive plate has an outer ring of teeth which are there to engage with the starter motor and be driven to turn the engine over on starting. These are fixed and come with the drive plate. The flywheel has the same outer ring of teeth but they are detachable and have a separate part number, 214599. Replacement ring gear are shrunk onto the flywheel following a good heating next to the chicken roasting in your kitchen oven.



*The other side of flywheel 217250 showing the join line between the flywheel itself and the detachable, shrink fit, ring gear.*

The drive plate also has a distance piece between the plate and the crankshaft flange, together with a large washer. These have their own part numbers and come in either four bolt or six bolt fixing.

The bolts which secure the drive plate and the flywheel are different lengths and have different part numbers, as do the dowels which locate the drive plate and the flywheel as they are also of different lengths.

The original bolts, part nos. 151018 (flywheel) and 144290 (drive plate) had a plastic sleeve over part of the threads to provide a seal against oil passing through the threads and into the gearbox bellhousing. As far as I am aware, these are no longer available in this form and if using new replacement bolts you should seal the threads with a suitable Loctite compound or similar.

I hope that the two articles on the engine internals have been informative to some of you who are looking for a basic understanding of these areas of Stag. I have not included all the part numbers of the smaller components in the assembly but these can be investigated within the various parts catalogues. Further data can be found within the Repair Operation Manual (ROM or workshop manual). All the parts catalogues and workshop manuals issued during the production life of Stag are available on the Club website for viewing or printing. If you have any trouble accessing these, please let me know and I will try to assist.

And for those more au fait with the engine than I am, please tell me if I have got anything wrong and I will cover my errors in a later article. And, how about writing some basic articles on engine reconditioning for the magazine – with better pictures and all those little tips which are not included in the workshop manuals ?

**Peter Robinson**

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# STAGS AT STONEY STAFFORD

**O**n the 2nd March I took my neighbour along to Stony Stratford which was re-arranged from the cancelled New Years Day show.

We left at 8:00am thinking we would have plenty of time to be able to park in the street as the event was publicised as starting at 9:30 only to find that the street was closed and full being directed round to the Market Square car park which was full and started to turn cars away but I saw a small space and was able to squeeze the Stag in. There were seven or more Stags around the streets and market square a couple from Northants but did not recognise any of the others. I did see Ken Symmonds walking around but his Stag was still at the garage.

***Roger Kennedy  
Beds & Northants area***





# THE STAG AND THE JAG



## GO WEST!

**T**he old A30 run to Lands End has been on my bucket list for a while, and it was decided in January that this year would be the year. No solid plans were in place when Ian and Kate, friends of ours invited us round for dinner, where they announced they had bought themselves a lovely Red Series 2 E-Type Jag, called Ruby.

As the evening developed and the wine flowed the question of classic car adventures came up, I mentioned the A30 run, an idea they jumped on immediately and by the time our Uber turned up a plan had formed.

Rather than driving to Hounslow in London, where the A30 originally started, we would pick it up closer to home near Mitcheldever just outside Winchester and take four days to leisurely explore and eat our way around the route to Land's End and back. The start date was set for Thursday June 22nd, as it fitted around kids GCSE exams / returning from Uni etc. Jobs were divvied up, the Ladies chose to arrange the accommodation and the boys would work on the final route. The original A30 route no longer exists, it has been upgraded and merged with other roads, part of it is now the A303, a road neither of us are particularly fond of, so the general plan was to broadly follow the route but choose to deviate for a more enjoyable trip.

By coincidence it was also my youngest Daughter's end of school prom a couple of weeks after the trip and, as she has amazingly good taste, she wanted me to take her and a couple of friends in the Stag. Like everyone with a classic car I have a running list of things I would like to get done to the car and the two events gave me the perfect excuse to tick a few things off. At the beginning of June, I dropped her off with Paul at Stag Classics for a

full service and check over. He also fitted a Revotec fan. I had debated over this for a few years, I have never had any real problems with the temperature on the Stag but I've been caught in heavy traffic a couple of times and the temperature gauge has got higher than I was comfortable with. I knew I'd be queueing for a fair while at the prom and you're never sure of Westcountry traffic, so I decided for peace of mind to get one fitted as a back up to the original. While doing this Paul found the fuse box was bit worn so that was replaced, he also found and fixed a bodge a previous owner had done on the handbrake. Best of all he fitted a refurbished set of alloy wheels!

The car was back, running beautifully and we were all ready. On the Tuesday before we were due to set off Fe, my wife, had popped out in the Stag to collect one of the kids from somewhere. When she got back she said "you might want to take her out for a spin, there's a funny rattle" Work was a bit hectic and I parked it as the hood catch can rattle sometimes if it's not stowed properly. Wednesday lunchtime she said, "have you taken her for a spin?" 10 mins later we are pulling off the drive. Within a few yards a very unpleasant noise appeared from the rear end and then disappeared. We all know the joy of an intermittent fault and after checking underneath nothing obvious was hanging off, half an hour of driving around had failed to locate the noise more accurately than "underneath at the back".

A quick call to Paul at Stag Classics and it was agreed I would meet him first thing in the Morning. I drove to Paul's early the next morning with the noise getting steadily worse and more regular, it was definitely mechanical, and I was trying to convince myself it wasn't the diff.



I arrived at 8.00am and Paul was already there, a quick drive across the car park and he said "bearing". He asked when we were heading out on our trip, my response of "today" caused a frown. Locating the noise was proving difficult, it seemed to be coming more from the right hand side so a plan of elimination was agreed, could be the righthand axle, do you want me to replace it? Yes I do! Paul and his colleague Barney set to work and it was like watching an F1 pit team. On the ramp, wheel off, axle out. Paul showed me the axle bearing, it wasn't good but Paul thought not that bad. New axle in, wheel on and off the ramp. Within 20 mins another quick drive and the noise is still there. Left one? Yes! Same process and same result. Paul and Barney poke around underneath some more. We don't think it's the diff, next step is the propshaft. I've got one, want me to change it? Yes please.

The propshaft did not want to come out easily and it took a bit of time but eventually it relented and the culprit was found, the UJ that connects to the diff was seized solid. New propshaft in and no noise!

A final check over and torque of everything and by 11.00am I'm calling my wife to say I was on my way home and the trip was on! Thank You Paul, always great service.

## Day 1

With the car now running beautifully again we met up with Kate and Ian in Ruby and it was agreed that because of the delay we would head down the M27 to hit the A31. I always find it fun to see the reaction you get when you overtake a modern car in a classic, this was doubled as the E-Type in convoy with the Stag happily kept up with the modern traffic.

We merge into the A31, before we reach Wimbourne Minster and stop for an excellent late lunch at the World's End pub.

We continue on the A31, enjoying the smaller roads picking up the A35 to Dorchester and the A358 to Chard before diverting onto the A358 to Donyatt and our first nights accommodation at Shave Farm.

We were met by Jamie, he and his wife have several old farm buildings that have been very thoughtfully converted into a few B&B apartments. We had two apartments set in beautiful surroundings, with the all-important loads of easy, safe parking. I can strongly recommend it if you are looking to stop somewhere round this area.

The Jag led for the day with Kate navigating, Ian mentioned that every time we pulled up behind him the roar of the electric fan could be heard, which was odd as the temperature was rock steady so I pop the bonnet and adjust the controller up a few degrees.

That evening we walked onto the village for dinner at the George Inn, we sat in the garden and tried the local



ales and the menu, which was a nice mix of pub classics and local specials. I can recommend the venison sausages!

## Day 2

Having chosen from the menu and agreed to all have breakfast at ours, Jamie arrives bang on time and we are well set up for the day. The plan is to head for Land's End and then return back a bit for our second night. Ian and I are both sailors, and there is something you are taught when you start to navigate at sea. You never say you are "going" somewhere, you are "navigating towards" your destination as the tides and weather gods may have other ideas! I think the same is true for classic cars too.

It's our turn to lead the way with Fe navigating. Fe is a natural navigator, we can arrive in a new city and she will sniff the air and say "it's this way" and be right. She will use a Satnav but much prefers a "proper map"

She takes us back up the A358 to pick up the A30 to Honiton, some lovely driving roads until we hit Exeter and take the M5. This bit is pretty much unavoidable but it's only a couple of junctions and again both cars are quite happy. Back onto the A30 again through Okehampton, Liskard and Redruth with some lovely driving until we hit the new bypass they are building. Pretty much standstill traffic for several miles. I happy to report the electric fan did it's job and the Stags temperature is as it should be.

The Jag however was not happy. Ian has bought what, in my humble opinion is the E-Type to have, a Series 2, 4.2L convertible. He's got Webber carburettors on it, and they like to be driving. The Jag was absolutely fine but kicking and spitting to get going. Fe by now has her head in the map, her decision is to leave the A30 and take the coast road, we finally reach a junction, the A390 to Truro. Remarkably few people take this option which means a beautifully clear road. It was a great decision as it was a lovely drive. By now it's mid afternoon and we decide to head to the next accommodation to check in and then decide what to do next.



The girls have booked an old, converted Mill in Helton, it takes a bit of finding and when we get there, it's a bit later than we expected. We discuss the options, it's another 50 mins to Lans End and 50 mins back. We decide dinner is more important.

We leave the Jag at the mill and all jump in the Stag (another bonus of the Stag) and head to Porthleven to see what is available. A lovely little fishing village which we explore before finding Mussel Shoals, a small seafood shack situated right on the harbour wall. The weather was beautiful and dinner was taken, outside sat on benches overlooking the water, before heading back to the mill to discuss the plan for tomorrow.

Day 3

Having been the Lands End before it was decided to spend our time exploring, rather than making the round trip. Fe wanted a turn driving the Stag so we decide to have a swap round, Kate joins Fe in the Stag and I get a ride in the E-Type!

We take the A394 toward St Austell picking up the A39 at Penryn and then the A390 to Truro with me navigating. I've heard many people describe the Stag as a sports car, I've always thought of mine more as a Grand Tourer, long legged, sporty in a refined way. The Jag is very definitely a sports car! Driving along the country lanes looking down that bonnet over the low windscreen was amazing, she was light, responsive and everything that you would want. The ride was more solid than the stag and the interior, whilst iconic is pretty basic when you look at it. Still, I didn't care. By the look on Kate's face, she was enjoying the Stag as well.

Ian wanted to pick up some more cleaning stuff for the car so we pop into the Halfords we see as we pass through Truro. Purchase complete we jump back in the Jag, I shut the passenger door and it pops open again. Ian had been having trouble with it on the trip and we'd adjusted the striker plate a couple of times so we get back out to fettle again but this time no joy. On further investigation it looks like the catch has broken internally and was just spinning. It's not fixable without parts so we lash the door closed with some cord and continue on our way. We stop for coffee and savoury scones at the delightful tea rooms at Trewithen Gardens where we swap around, Fe joins Ian in the Jag and I resume driving the Stag with Kate.

We continue on the A390 through Liskerd and then the A38 to Saltash before hitting some single-track roads to take us to the Rock Inn in Haytor Vale on Dartmoor for lunch in the garden. We pick up some wider roads and head for Newton Abbot retracing our steps up the A38 and M5 to Honiton. We then take the A30 to Chard, finally taking the B3162 to Forton for our last night. The ladies had booked two Shepherd's huts at Forton Farm which I have to say was the highlight of the trip. Beautifully finished, comfortable beds, well equipped with a small kitchen area, shower and toilet. Outside was a decking area with a firepit and wood burning hot tub, plus of

course the required safe, easy place to park.

There isn't anywhere withing walking distance to eat but we were informed that several of the local takeaways deliver. We however had planned ahead and brought along our small portable BBQ (another advantage of the space in the Stag boot) and we spent a relaxed evening on the decking.

Day 4

After a relaxing nights sleep we pack up and head for home. Today is a short day as we need to get home at a reasonable time, so we take the A30 to Crewkerne and then the A356 towards Dorchester, a really lovely driving road. We stop at Poundbury for coffee before picking up the A35 to Ringwood and then the A31 and M27 home.

So, a four-day adventure in two classics. There are some fantastic places to visit in the UK with some great places to stay for a little more than you'd pay to stay in a chain hotel. I can heartily recommend you try the old A30 route, whether you reach Land's End or not. As for the cars, over 400 miles in two 52 year old classics and the only problem was a dodgy door catch between us. Both are iconic, but Fe and I discussed it on the drive home and on balance, we prefer the Stag, which is lucky!

Peter Brent (27010)

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**S**hown here are details of available SOCTFL parts some of which are available to club members at discounted price. Ensure you ask for the discounts when ordering. You will need to provide your membership number.

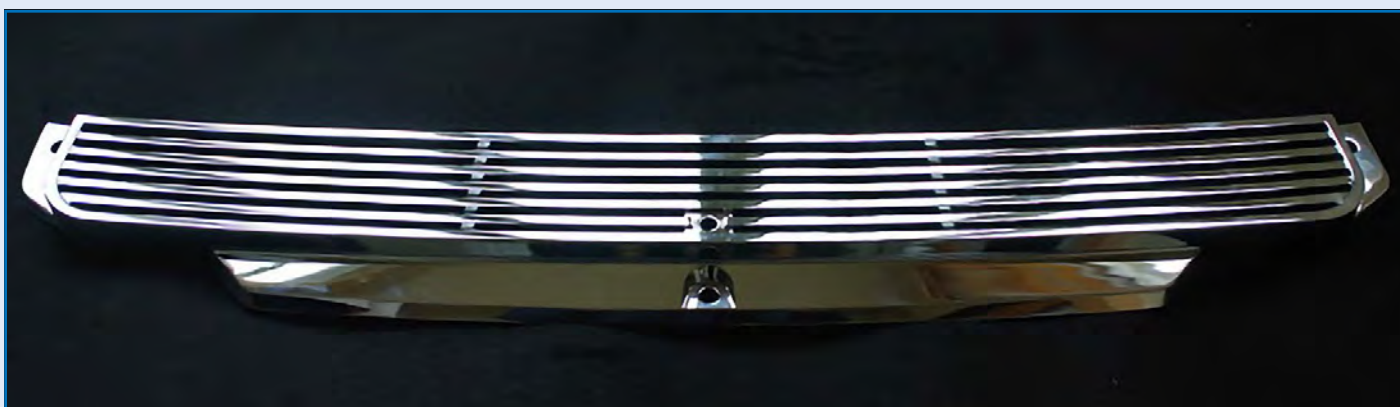
Many other parts such as body panels, seal and gaskets it is well worth seeking out the SOCTFL versions. After all SOCTFL is all about keeping the Triumph Stag on the road for many years to come.

*Noel Sargent*

### Chrome plated door handle bowls

They come as kit including two bowls, two gaskets, fixing bolts and fitting instruction. Available from E.J.Wards, £96.00 retail.

SOCTFL negotiated a 20% discount for SOC members for this product.



**Chrome plated Air Intake Grill** Available from Robsport International, £199.99 retail.  
SOCTFL negotiated a 25% discount for SOC members for this product.



### Flocked Window Channel Seal

Made to the original profile this seal is a perfect fit and ensure the smooth running of the window with no annoying rattles. Available from Robsport International, £24.00 retail.

SOCTFL negotiated a 20% discount for SOC members.



# MYR 431P 'MYRTLE'

## THE RESTORATION OF LOVE CONTINUES

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

### Bodywork

The eagle eyed among you may have noticed that this section is out of order to the original plan for this report. I think it's fair to say that the bodywork needs to be finished before the interior/exterior trim and electrics go in.

The bodywork was what started the whole re-build as it was a classic case of 'looks nice from a distance, but don't look to close'!. The rust bug was creeping onto a lot of the panels and the interior was looking seriously tired (to the point of shabby) and in need of some TLC. Various repairs had been carried out in the past to get the car through the MOT and it was all a bit patchwork with misaligned panels and overspray from the less-than-average paint job on my initial school-boy restoration 27 years ago!

Before we start, it is worth noting that, for the purposes of this report, the term Bodywork included:-

- All body panels throughout the car
- Bonnet & Lock
- Doors, Windows, ¼ Lights & Locks
- Windscreen
- Tonneau Cover
- T-Bar
- Boot

### Body Panels

My first job, as always, was to take photos of what I was dealing with. Initially, this was 98 photos but expanded rapidly to 370 as the interior & exterior trim was removed and exposed more horrors! Having had an accident with a dropped heat gun earlier in my life, I had no desire to crawl underneath my car and attempt to remove the underseal, even on stands. I had visited the Classic Car Restoration Show at the NEC and was very impressed by the JC Autos Rotisserie (CTO6B). It was quite expensive, but there were deals on at the show which softened the impact on my wallet a bit. The rotisserie attached via bumper brackets at the front and rear of the car and allowed for the car to be turned through 360° and locked off at any angle. The ends could be adjusted up and down to get the centre of gravity in the right place. Added to that it had large wheels to make moving it around a dream.

The classic car garage that had so delicately removed the suspension/steering offered me free workspace if they





could carry out the repairs which seemed like a good idea, especially when trying to keep the costs down.

Removing the trim was relatively easy but exposed some interesting things – once the rivets, holding the bonnet insulation panel retaining bar in place, had been drilled out I discovered that a mouse had made a home behind the panel at some point in the past and there were several ‘runs’ eaten through it! I also discovered that the strengthening bracket on one of the window frames had detached itself and both frames were mildly corroded.

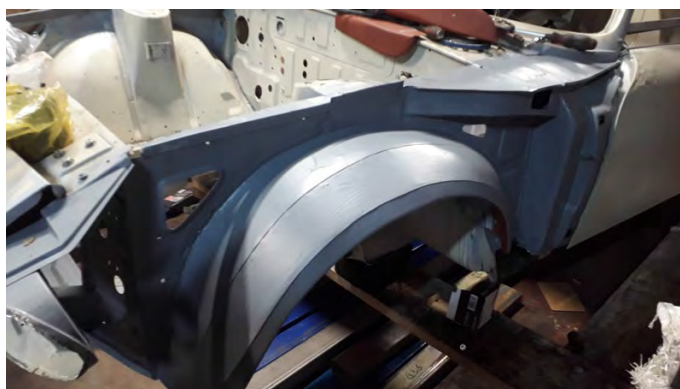
As usual, everything was logged and photographed for ease of replacement. The window glass itself was in very good condition, which was a relief. The same could not be said for the windscreen, which had marks across it which warranted replacement. I opted, therefore, for cutting the window seal in two inside the vehicle. This enabled the outside seal to come off with the windscreen and both to be removed easily. I was correct in my assumption about the windscreen being stress damaged – I came back a few days later and found it in pieces in the garage!

Once the engine, brake & clutch master cylinders, etc, had been removed from the engine bay, I was able to gain access to the bulkhead insulation panels. There were three, one in each internal footwell, underneath the carpet, and the big one across the rear of the engine bay. These were all glued on and came off quite easily. It was important to retain all the smaller items from the car, including the rubber rectangle which covered the drain on the air intake grill on the bulkhead below the windscreen. These parts were non-replaceable.

After we had got the body onto the rotisserie, which involved manufacturing a one-off set of adapters for the bumper irons as they didn’t quite fit the rotisserie, then the first job was to remove the underseal. This was achieved by means of heat gun, scraper and electric rotary wire wheels and was a long, painful job. It was made easier, though, by being able to stand upright with the body at 90° and work face on to the underside. Once the top half of the underseal was stripped, the car was rotated 180° to gain access to the other half. More horrors were exposed, including a large lump of filler making up most of the boot floor - it’s amazing what paint can cover up!

When the underseal had been removed, the vehicle needed to be moved around and transported to the paint shop to have all the paint removed. The rotisserie was not suitable for this, so a dolly was manufactured, consisting of 4 solid planks with a large wheel in each corner. A bit rudimentary, but it worked and the car was transported off to be stripped (after lots of photos were taken, of course).

The car was stripped at the paint shop and a protective white coating applied. The coating enabled current to be passed through it, so welding was quite straight forward (so I was told), whilst it still protected the bodywork. Now the full horror of the rust-bug attack was exposed - there was a lot of work to be done! All the usual water traps needed repairing – under all the wheel arches, the lower sections of all four wings and the boot floor (what there was of it!) Thankfully, the engine bay as such wasn’t too





bad. It did become obvious, however, that a lot of the panels were going to have to be replaced entirely. I was amazed it hadn't fallen apart on the roads – it looked like it had only been held together by the paint!

First things first – all the sanding grit left over in the car needed to be removed. This was achieved with a Hoover and, just when you thought you were finished, the rear of the car was raised and dropped slightly, loosening up the next bag full! This continued for a while until nothing else could be found. Protective goggles, gloves, hat and overalls were imperative with so much abrasive grit flying about, but I still needed a serious shower afterwards!

Once all the grit was out, a proper evaluation of the panels could be carried out. The final replacement list was:

- Radiator Cross Member
- Boot Floor
- Repair Panel Floor - RH Front
- Repair Panel Floor - RH Rear
- Repair Panel Floor - LH Front
- Rear Floor Panel – LH
- Rear Wing - RH
- Rear Wing - LH
- Inner Rear Wheel Arch – Outer - LH
- Inner Rear Wheel Arch – Outer - RH
- Inner Wheel Arch Front – Full - LH
- Inner Wheel Arch Front – Full - RH
- Inner Sill - LH
- Door Skin (SOCTFL) - LH
- Door Bottom Repair Panel (SOCTFL) - LH
- Windscreen Gutter (SOCTFL) - LH
- Windscreen Gutter (SOCTFL) - RH

It definitely paid to use SOC Tooling Fund (SOCTFL) parts where they were available – the fit was much better. There was also a fair amount of 'lacework' on show which would require localised repair.

Before any work started, the bonnet, doors, boot lid and tonneau cover were removed and stays welded across the door gap, to ensure that the body retained structural integrity when sills or floor panels were replaced. As each panel was being removed by the garage, I busied myself with painting the new panels with U-pol David's Zinc 182 grey undercoat. I then carried out the same with the exposed original metalwork. This was particularly useful on the inside of the wheel arches, before they were covered with the new wings.

After all the panels were replaced and the doors refitted, the stays were removed and the bodywork made good. Then it was back on the rotisserie again for the lacework to be repaired, before the underside and wheel arches received a white protective underseal. I had made the decision that I wanted the underside to be the car colour, not black underseal. Once that was on and had gone off, the first of the magenta paint was applied to the underside, wheel arches, engine bay, internal cabin, boot and headlamp panel. It was finally starting to look like my Stag!





Now the fun started, with the rotisserie being invaluable (again). Being able to work on a section standing upright was so much better than having to lean into, for example, the engine bay. Underside brake and fuel lines were installed first, followed by a new engine bay insulation panel. This panel was glued in using ALPHA AF178 Contact Adhesive, which was extremely easy to use (being very fluid) but gave off some noxious fumes whilst it went off, so had to be used with all the doors wide open!

Once it had gone off for 2 minutes the smell had dissipated and the insulation panel could then be carefully lined up and pressed onto the engine bulkhead. It was important to take time and ensure all the various holes lined up as, when it was pressed on, it was on for good! Next on were the suspension, rear axle and driveshafts, followed by the steering rack and all wheel hubs.

The handbrake system and engine and gearbox mounts were next. Then the brake master cylinder and steering wheel were fitted and we were ready for the engine and gearbox, which were carefully lowered into place as one unit and bolted in securely. Wheels were put on and next on the list was the exhaust system. The end pipes weren't put on, at the request of the paint shop, to ensure there weren't any accidents with over spray when the body paint was applied.

The car was delivered back to me and took up residence in my garage, waiting for availability at the paint shop. Here, the LH and RH footwell insulation panels were glued into place (again using AF178), the heater was installed and the first cut electrics went in (wiring looms, fuse box and relay board). The gearstick was installed and I went throughout the car fitting new rubber grommets where necessary.

The day came and the car was collected to be delivered to the paint shop. I dropped it off and came home fully expecting to see it in its shiny new coat in probably around a month, maybe two at worst? It was the end of 2019 and nobody knew what was just around the corner. Covid struck and everyone battened down the hatches, including the paint shop as staff started going sick or were being sent home. Never mind, I still had boxes of internal and external trim that needed to be cleaned, polished, repaired or replaced, so I was going to be kept busy. I never expected it to be 2 years before it was delivered back to me though! But, oh my gosh, did it look good!

I used Cotswold Accident Repair (C.A.R.) in Witney and I can fully recommend them. They also had to put right a couple of things that the garage hadn't done correctly. There was a fair amount of dust on everything after two years, but it didn't take long to clean that off. The whole car was now painted in Magenta and the internals of the doors, sills, wings (and any other hidden bits that could be found and accessed) had been sprayed with sealant to protect them further. Now the bodywork was finished, all the other parts outlined in previous chapters could be installed.

*Ian Campbell*





# THE CLUB STAG ARCHIVE

## The Triumph Story, Part 14 – The Ferguson Connection

**H**enry George Ferguson (who, like our own Henry George Webster, was always called 'Harry') was born in 1884 in a small town in what was then Ireland, in the part which is now still firmly in the EU.

At the age of 18 he went to work with his elder brother, Joe, in his garage business. From here he took to racing motorcycles in a small way but his real interest was in aviation and on the last day of 1909, just six years after the Wright Brothers did their stuff with their 'Wright Flyer' biplane, Harry took to the skies in a monoplane built by him and his brother. He thus became the first Irishman to fly in a powered aeroplane.



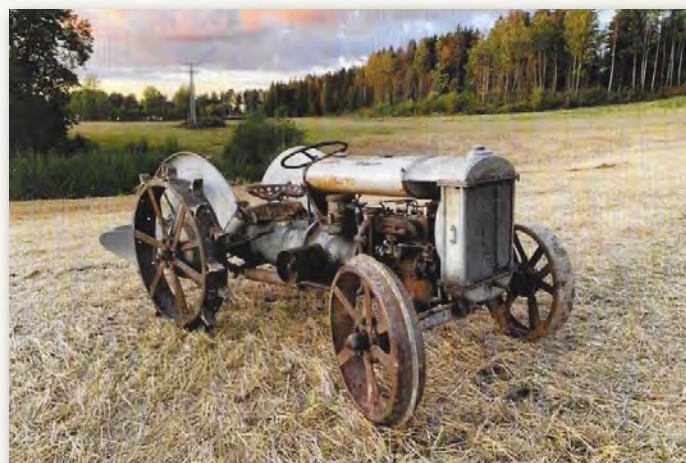
*Harry in a Ferguson monoplane, Magilligan Sands circa 1911. Wingspan 32 ft, length 26ft, 8-cyl engine developing 35hp.*

Two years later Harry went his own way and started his own garage business selling cars and tractors. These were not sophisticated tractors and Harry started thinking about how to make them more effective. One of his ideas was to make the plough and the tractor into a single unit and he built a plough which could be attached to a Model T Ford.

During the twenties, his ideas were gradually developed and in 1926 he patented a hydraulic version of his special linkage. This linkage, now known as the 'three point linkage' and used on just about every tractor built since the war, made an implement much more controllable. Ploughs and cultivators were now not just something to be towed behind a vehicle but things which could be raised and lowered and kept in a fixed position with respect to the tractor. It also transfers some of the implement weight to the rear wheels of the tractor and gives it much more adhesion. The first production version of a tractor fitted with his linkage was manufactured by David Brown in Huddersfield and designated the Ferguson Model A.



*A two-furrow plough attached to a modified Model T. The rear frame has been extended and widened for the spade wheels to be fitted to and to provide a strong fixing for the attachment of the plough.*

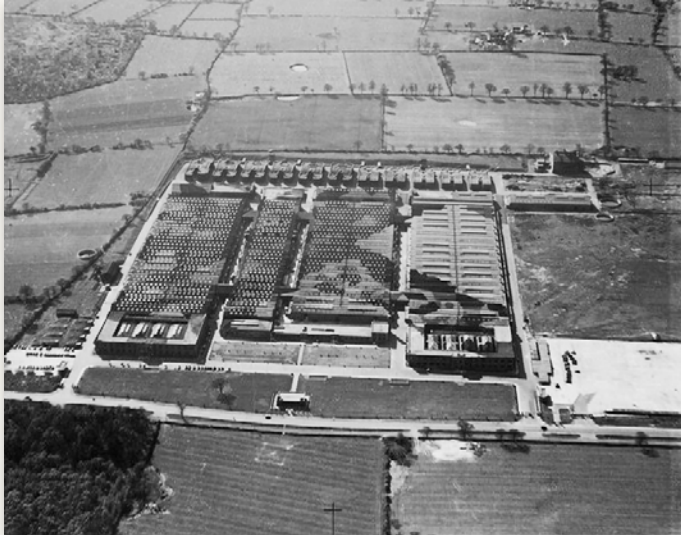


*A Ferguson-Brown Model A Tractor. 1,350 were built between 1936 and 1939. 20hp was quite enough to pull a single or twin furrow plough – after all, a couple of horses used to do the job reasonably adequately.*

Two years later Ferguson entered into an agreement with Henry Ford in the USA for his improved ideas to be incorporated into a Dearborn produced tractor to be known as the Ford-Ferguson 9N. This was manufactured in the USA but it was intended that the new tractor would also be built at Dagenham but Dagenham was not in the direct control of Ford USA and although USA assembled 9Ns were imported by Ford, no units were ever built at Dagenham before the war intervened and everything changed for UK manufacturers.



After the war, Ferguson was casting around for an alternative source of manufacture and employed an agent to find such a source. Following a chance set of circumstances, involving a meeting on a train between the agent and someone who knew someone who could provide factory space, a meeting was arranged between Sir John Black and Harry Ferguson (at Claridges in London on 5th September 1945) in which a plan evolved to use the Banner Lane ex-shadow factory, now controlled by Standard Motor Co., for the manufacture of Ferguson's tractor.



*Banner Lane from the front in 1946. Just waiting for someone to find a use for it.*

Matters moved quickly and production of the new TE-20 ('T'ractor 'E'ngland '20' horsepower – notional horsepower that is, not actual) started in Autumn 1946, the deal being that Standard would provide the facilities and manufacture the tractors for an agreed amount per tractor. From Banner Lane, these 'Little Grey Fergies' were shipped throughout the World – even to The States until Ferguson found his own manufacturing facility there.



*Two of the main characters in the story, Harry Ferguson (left) and Sir John Black (right) pose for the press – not in Claridges, but behind a TE20 out in the countryside where it belongs.*

Although it does not really affect the Triumph Story, for completeness it should be mentioned that in 1947 Ford tore up the Ferguson agreement and started to manufacture its own tractor in the USA using the patents lodged by Harry Ferguson. Ferguson sued them in a long running and bitterly contested legal action, from which, in 1952 he emerged as the winner and was awarded \$10M. No longer having a Stateside manufacturer for his tractor, he found and equipped a new plant in Southfield Road, Detroit from where, in October 1948, he started to distribute his TO-20 ('O' for 'O'verseas) to the Americas and the Philippines (how odd !), leaving Banner Lane to supply to the rest of the World.

In the next ten years over 500,000 Little Grey Fergies were built at Banner Lane, not all were TE20s as the eventual range spanned 16 further variants – all of which were given another letter suffix to show which variant it was. The full list is shown at: [https://en.wikipedia.org/wiki/Ferguson\\_TE20](https://en.wikipedia.org/wiki/Ferguson_TE20)

But in short, the main ones were:

- TE-20 Continental petrol engine
- TEA-20 Standard petrol engine (of which more later)
- TED-20 Standard TVO (Tractor Vapourising Oil – can anyone remember paraffin ?)
- TEF-20 Standard diesel engine
- TEH-20 Standard lamp oil engine (known as zero-octane oil, a poor quality oil – as oils tended to be in some export markets)

From 1953, the TE-20 range was also manufactured by Hotchkiss at a factory in France but this was small beer as it only contributed a further 37,000 units to the total.



*The other two main characters – a TE-20 range tractor and a hard working British farmer. No shiny grey exhibition tractors here, just the best farming tool of the time.*

You may think that an article on tractors (whoever owns a farm and a Stag !) is superfluous to the Triumph Story but the deal which Sir John did was to provide Standard (and therefore the Triumph part of the company) with a great deal of regular money and money was a continual requirement in order to provide for the necessary new car models which kept production at Canley flowing through the fifties.



Eventually, the tractor facility was sold to Ferguson (or Massey Harris Ferguson as it had become by then) and this provided ready cash for the purchase of a number of independent suppliers of parts and services to the company, one of which was the Hall Engineering body manufacturing facility in Speke, which, after expansion into Speke 2, was where the Stag body was built and trimmed. Also make no bones about it, Banner Lane was very much a Standard factory until the sale occurred and, apart from the tractor manufacturing parts of the factory, it also housed the Design and Development Departments from where all the post war Standards and Triumphs were designed and developed through to 1959 when it moved to the main Canley site.

So, to continue with the tractor story .....

### The Universal Engine

I trust that you can all remember that when the Vanguard was released in 1947 it featured a completely new engine. Well, that engine ended up being used in many of the company's products through the fifties and into the sixties but Sir John Black was rarely behind the line when it came to an opportunity and when discussions on the manufacturing of a tractor were in progress he took the opportunity to offer the new engine to Ferguson for use in his new tractor – which was quite bold as the engine had not been designed at that time. The lack of the actual new engine in 1946 led to an American Continental model Z120 engine being used for initial tractor production but in 1947 this was phased out and the 1849cc (80mm bore x 92mm stroke) version of the Vanguard engine was used. This was enlarged to the 2088cc version ((85mm bore x 92mm stroke) when the TVO engine was introduced in 1949 in order to compensate for the lower power output of the TVO fuel. Although it is difficult to establish accurately, it is probable that the larger engine was used for all TE-20 petrol derivatives from 1951.



*A TEA-20 engine under restoration. Obviously the petrol engine as it has spark plugs and a distributor.*

Thus, the same engine design which eventually appeared in the TR2, the TR3 and the TR4 also powered the TE-20 and most of its variants, although they were not interchangeable as the engine block for the tractor engine was much more substantial as it acted as the backbone of the tractor itself. The two engines were therefore made on parallel production lines.

### The Diesel Engine

In the period following the war, diesel fuel became popular in the UK, especially for commercial use. Although Sir John was not keen on the fuel, he eventually bowed to popular demand and approved the design of a diesel engine for tractor use. First used in 1951, the diesel engine design, known as the 23C engine, was overseen by Charles Phillips and drawn mostly by David Eley. It received important advisory advice from Arthur Sanders, an important UK diesel engineer at the time. The tractor diesel engine was of 2092cc capacity (80.96mm bore x 101.6mm stroke or 3 3/16" x 4" if you are using proper dimensions). It developed 40bhp at 3,000 rpm and featured a CAV fuel injection system. It appeared in the phase 2 Vanguard from 1954 but it was not a success as a car engine (too underpowered) and was dropped when the Phase 2 was replaced.



*A 1956 TEF-20 with the Standard 4-cyl diesel engine. This and the last photo shows how the engine-gearbox-hydraulic casing provide the backbone, with wheels and seat hung on where suitable. Absolutely all function and little finesse!*

### The Next Banner Lane Tractor

Despite achieving sales of 517,651 the Little Grey One could not go on forever and in 1956 it gave way on the production lines of Banner Lane to the FE-35 ('F'erguson 'E'ngland '35' horsepower).

You can see from the model name that the engine had been altered but it was in fact the original Standard wet liner unit, bored out to 2188cc (87mm bore x 92mm stroke) and this version of the engine was only ever used in the FE35.

To give the model a diesel option, the Standard diesel engine was also bored out to 3 5/16" although it retained its 4" stroke, giving a capacity of 2260cc.

For those who are interested, the FE35 started out as another grey tractor but this only applied to the tinwork (as tractor panels are called) but the engine and ancillaries were painted gold/bronze. However, back in 1953 Ferguson had merged his business with the



Canadian concern Massey Harris to become Massey-Harris Ferguson (M-HF) although little changed until Ferguson left the Chairman's position in 1957 after an argument over the next tractor project and the Massey Harris part of the company took over – although in 1958 they changed their name to the shorter Massey Ferguson. The immediate result was that the FE35 became the MF35 and the tinwork paint changed to 'Massey red' with the rest becoming 'Ferguson grey'.



*Have you got your shades on ? The colour scheme of the Ferguson FE-35 did not suit everyone. This is the diesel version of the tractor.*



*That's a better paint scheme. A later 35 with the Massey Ferguson badging and, again, the diesel engine, although there have been some modifications to this particular tractor.*

The success of the MF35 resulted in a larger version being made available in 1958. This featured a Perkins A4.192 50hp 4-cylinder diesel engine. It did not sell as well as the MF35.

Now you can all be as nerdy as I am and when you attend your next classic car show and you see a row of The Little Grey Ones, you will be able to talk knowledgeably about the individual models.

## The M-HF / Standard Split

Once Ferguson was out of the way the M-HF board showed its concern that Standard was making too much money out of them and relationships started to sour. To be brief, the result was that the Banner Lane tractor manufacturing facility was sold by Standard in 1959 with the resulting £20M which Standard gained coming in very useful in expanding the facilities available for the manufacturing of the Standard and Triumph models in the 1959 pipeline. The companies brought into the fold while all this was going on included:

- the old Daimler factory on Capmartin Road, Radford, North Coventry;
- Mulliners body plant in Birmingham;
- the Tile Hill factory where Fisher & Ludlow had been building various Standard bodies since 1937;
- Alford Newton in Hemel Hempstead, where Stag suspensions and steering racks were ultimately made;
- Hall Engineering in Speke, a sheet metalworking facility where Herald body sections and, later, TR bodies were built;
- Auto Body Dies of Dunstable where many Triumph body dies and production tooling was designed and manufactured.

An earlier acquisition had been Beans foundry in Tipton, which was bought in 1956 while it was undergoing major investment in plant with which to manufacture the new castings for the FE35 tractor thus rendering it vulnerable to a take over bid from Standard.

To complete the split, the Ferguson offices and experimental workshops which had been based in the smaller shadow factory at Canley (Fletchamstead North) were exchanged for the Standard Design and Development Department facilities at Banner Lane, leaving the two concerns totally separated.

## And after the split...

The MF35 and the MF65, and their successors, the MF35X and the MF65 Mk2, continued in production at Banner Lane until 1964. The MF35 petrol engine changed to a Continental 2.2litre unit while the diesel engines changed to the Perkins AG3.152. The MF65 engine changed to the Perkins AD4.203 for the Mk2 tractors. And why Perkins engines ? Well, Massey Ferguson had purchased the Perkins plant in Peterborough in 1959.

In 1965 the MF35 was superseded by the MF135, a much more modern design, probably the best small farm tractor ever built and the most popular of the 100 Series tractors which were topped out by the MF1100, a large, 85hp (at the drawbar) unit.

Until it was closed in 2002, Banner Lane continued to manufacture tractors under the Massey Ferguson and AGCO names, the units becoming progressively bigger and more complicated (and more expensive). Following closure, the factory remained empty until it was demolished in 2012, houses being built on the majority of the site.





*There it was ... Gone. A sad end to part of Standard-Triumph history.*

The factory may now be no more but you will see its products at every tractor gathering in the UK and most others across the World, indeed, the MF35 is still being made under another name (Tafe) in India. This hugely parallels the products of the Triumph factory at all general classic car gatherings. They are worthy historical companions.

For more information of the Ferguson range of tractors there are many books on the subject. However, if you want a quick view of history, check out this website.  
[https://www.youtube.com/watch?v=8HHdsL\\_VWmO](https://www.youtube.com/watch?v=8HHdsL_VWmO)

**Peter Robinson**

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## THE TRIUMPH PICNIC AND MARQUE DAY 2025

SUNDAY 22ND JUNE 2025  
WOODLAND GRANGE  
LEAMINGTON SPA

**PRE-1940 TRIUMPH MOTOR CLUB**

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

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

Pre-1940 Triumph Motor Club Ltd.

[www.pre-1940triumphmotorclub.org](http://www.pre-1940triumphmotorclub.org)





# EASTERN REGION DAY 2025

SUNDAY 18<sup>TH</sup> MAY FROM 10am ONWARDS

## BRESSINGHAM STEAM MUSEUM & GARDENS

Low Road, near Diss, Norfolk IP22 2AA • [www.bressingham.co.uk](http://www.bressingham.co.uk)

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

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

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

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

If you have any questions please contact Kevin, Chris or Peter at [norfolk@stag.org.uk](mailto:norfolk@stag.org.uk)

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





# OUT & ABOUT

## E A S T E R N

**Regional Co-ordinator:**

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

**Mobile: 07816 271237**

### BEDFORDSHIRE & NORTHANTS

#### **N**atter and Noggin

The February Natter and Noggin was well attended with a few guests arriving to find out what we are about. Firstly as previous years February natter and noggin is when we look at finding a new co-ordinator, Again I stood down and request nominations for a Co – ordinator and a Deputy. Sadly no one came forward so I put myself forward again and as there was no opposition, elected back into the role (Thanks!). No one came forward for a role of Deputy which means that some shows a nominated member will act as the liaison for the event, and thanks to those that offered to support in this role though out the year.

Russell brought along an item to test our knowledge See Photo. After a few guesses It turned out to be an old precision blow lamp.



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

On the 2nd March I took my neighbour along to Stony Stratford which was re arranged from the cancelled New Years Day show. We left at 8:00am thinking we would have plenty of time to be able to park in the street as the event was publicised as starting at 9:30 only to find that

the street was closed and full being directed round to the Market Square car park which was full and started to turn cars away but I saw a small space and was able to squeeze the stag in. There were seven or more Stags around the streets and market square a couple from Northants but did not recognise any of the others. I did see Ken Symmonds walking around but he told me his car was still at the garage. **See Page 25 for report and pictures**

On the 8th I was invited to Steve Howes surprise 65th birthday (see picture of him arriving, I think he was surprised).



It was good to see some of his Stag friends who had travelled afar to attend.

I have updated the diary dates with some amendments as Luton Festival of Transport has now moved to the 1st of June which now clashes with the Classic in the street at Stoney Stratford Milton Keynes.

Stag National weekend at Shuttleworth **BOOKING IS NOW LIVE** on the Stag web page. Pre booking is required to get the discount entry for all passengers and driver in the car at £20 it also covers entry to the Summer Festival and Open Day, there will be a special gift and rally plaque for the first 200 entries, and the entries are now starting to trickle in. I will be looking for some volunteers through out the day to spare an hour to help with marshelling and administration.

#### **What's App**

Still an Active correspondence with a couple of subjects getting a lot of replies was Paul Taylor requesting information about replacing his rear mud flaps, and Guy requesting information about replacing his tyres.

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



## Bedfordshire Web Page

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

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

### DIARY DATES

- ✔ April 8th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ April 16th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ April 17th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ April 27th Drive it Day meet at the public car park in Woburn op church at 10:00
- ✔ May 13th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ May 21st Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ May 15th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ May 18th Sunday Chiltern Hills Rally Weedon Park Aylesbury HP22 4NN
- ✔ May 18th Sunday Eastern Region Day and Harry Webster Celebration Bressingham Steam Museum IP22 2AA
- ✔ June 1st Sunday Luton Festival of Transport Stockwood Park LU1 5NT
- ✔ June 1st Classic Stoney Stratford at Stoney Stratford Milton Keynes
- ✔ June 10th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ June 18th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ June 19th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ July 8th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ July 12/13th Stag National weekend at Shuttleworth Old Warden Aerodrome Biggleswade SG18 9DX
- ✔ July 16th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ July 17th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ August 12th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ August 17th Sunday Flitwick Lockdown Car show Millennium Park MK45 1HP
- ✔ August 20th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ August 21st Natter and Noggin RED LION Elstow Bedford MK42 9XP
- ✔ August 22/24th Silverstone Festival Silverstone Circuit Towcester NN12 8TN

### BEDFORDSHIRE AREA WEBPAGE

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

**Roger Kennedy**

**Mobile: 07816 271237    [rogkennedy44@aol.com](mailto:rogkennedy44@aol.com)**

## CAMBRIDGESHIRE

**F**ollowing our January AGM we started our events programme with a visit to Chippenham Park Gardens in late February. Always a risky time for walking in the great outdoors having experienced a bleak winter. However, our hardy members chose to walk through 35 acres of amazing displays of snowdrops, aconites, hellebores and irises, having enjoyed coffee in the café beforehand. We were rewarded with the sun



making a rare and pleasant February appearance. Weather conditions prevented us from disturbing our Stags winter hibernation and so we journeyed to our restaurant booking at the La Hogue Café and Farm Shop where there was members non-stop conversation for at least two hours.

Our next event on the 27th April is National Drive It Day which was created by the Federation of British Historic Vehicle Clubs and raised approximately £40k for NSPCC's Childline Service. Rod Kennedy will be planning our journey which will start at a Coffee House and finish at a restaurant/pub. More details to follow.

Throughout the last six months our members have significantly supported our region which is much appreciated. We have a busy events calendar with much to enjoy and plenty of top-down cruising. I look forward to a summer filled with fun, laughter and plenty of shiny Stags.

### DIARY DATES

- ✔ Sunday 27th April National Drive It Day (TBA)
- ✔ Sunday 18th May SOC Eastern Region Day at Bressingham Steam Museum Saturday 31st May Cambridgeshire County Show, Abbots Ripton Estate
- ✔ Sunday 8th June Fenland Classic Vehicle Show + Ramsey Rural Museum
- ✔ Saturday 14th June National Horseracing Museum Classic Car Show, Newmarket
- ✔ Sat/Sun 12th/13th July SOC National Day at Shuttleworth Manor, Biggleswade
- ✔ Sunday 17th August Treasure Hunt Drive (TBA)



- ✔ Sat/Sun 6th/ 7th September Haddenham Steam Rally & Heavy Horse Show (Provisional)
- ✔ Wednesday 15th October Quiz night and N&N @ Admiral Wells Pub, Holme

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

## ESSEX

**F**ebruary was our traditional Frostbite Run and what a great run out it was with the weather on our side albeit cold. For coffee stop we were privileged to park as a group by the organisers at Stow Maries WW1 airfield. Very welcoming and amazing cafe facilities. 17 cars on the run and no-one got lost and all cars behaved themselves. Ending with a nice Sunday roast and good company, who could ask for more.

Last month was a quieter club night as it always is this time of year.

This month is a busy one as we have our annual Quiz night kindly being organised by Marilyn and Laurie. Thank you both and for driving such a distance to put this all together.

We also have Drive it Day run on the 27th, fingers crossed for good weather. Time to check the Stag over and give it some attention in readiness.

May is also a busy month if you are wishing to attend the following. May 17th is the Little Baddow Open gardens which is interesting and raises funds for local charities. the following day being the 18th, we have Regional Day which is a large meeting between all 6 counties at Bressingham Steam museum up near Diss in Norfolk so an easy run for the car. The organisers have arranged for a special entrance fee of just £8 which is so cheap compared to the normal fee.

Emails for names and numbers will have been sent out by now to all on the list so watch this space.

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

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

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

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

### DIARY DATES

- ✔ April 3rd – Quiz Night, Old Windmill
- ✔ April 27th Drive it Day
- ✔ May 1st – Club night, Old Windmill
- ✔ May 17th - Little Baddow Open Gardens
- ✔ May 18th - Eastern Regional Day
- ✔ June 5th – Club night, Old Windmill
- ✔ July 3rd – Club night, Old Windmill
- ✔ July 6th Hyde Hall Classic car show
- ✔ July 12th -13th – National Day at the Shuttleworth collection
- ✔ July 27th – London to Southend Classic Car Run
- ✔ August 7th – Club night, Old Windmill
- ✔ August 22nd – 25th - Long Weekend away TBA
- ✔ September 4th – Club night, Old Windmill
- ✔ September TBA – Maldon Classic car Show
- ✔ October 2nd – Club night, Old Windmill
- ✔ October TBA - Night Run
- ✔ November 6th – Club night, Old Windmill
- ✔ December 4th – Club night cancelled
- ✔ December TBA - Christmas meal, raffle and awards

**Andrew Smith**

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



*Essex Stags on their Frostbite run at Stow Maries WW1 airfield*





## NORFOLK

**C**lassic Team Lotus Tour was on a freezing February afternoon with snow forecast, so hats off to Colin McCormick who still came in his Stag. You probably questioned your decision though when driving home in the dark through that blizzard though Colin? Anyway, 24 of us were greeted by Richard Parramint whom Chris Liles has known for many years. There followed 2.5 hours of an emotional roller coaster! Witty banter provided humour, often between Chris & Richard but mainly from Richard's fascinating, funny or sometimes tragic anecdotes of household name F1 drivers he has met. Respect grew steadily for the engineering brilliance of this icon of British motor racing. To see, touch & learn about cars we had previously only viewed from a distance felt a real privilege. Everyone thanked Richard profusely & also Chris for arranging this fascinating Tour. See our web page at [stag.org.uk](http://stag.org.uk) for 48 Lotus photos from Ray & Chris.

You too could have the Classic Team Lotus Tour experience by drumming up between 15 & 22 people & browsing <https://classicteamlotus.co.uk/en/works-tours/>

Games Afternoon entertained nearly 40 members for a few hours via Roulette, Quoits, Speed Stacking, Cup/ball Dexterity, Wii Bowling, (indoor) Stag Racing & Magnetic Stones. The highlight though was Steve Bradbury reprising, by popular demand, 'Play Your Cards Right'. Steve's charismatically quirky presenting style was described by one member as 'His Game, His Rules'! The result was a highly entertaining session resulting in the Girls beating the Boys by 4 games to 3. More photos on our [stag.org.uk](http://stag.org.uk) web page.

Prizes were awarded including Sue Liles who trounced everyone at Roulette. Chris assured us that the fact he was croupier at the time is irrelevant! Also, Gary for Stag Racing, Don for Quoits, Simon for Speed Stacking plus Mick got the Booby Prize.

We all got fed & watered too thanks to meat from Terry & Colleen & preparation of ancillaries by Jean, Jan, Peter, Sue & myself. I also gave thanks to everyone else for attending & bringing sweets to share, which meant our feast was complete. Thanks also went to Val for arranging the brilliant venue once again.

March Noggin 'n' Natter saw 32 of us welcoming potential new member John Flowerdew from Norwich who was seeking a Stag. John said he enjoyed himself with us & 2 days later had joined SOC & got a local Stag firmly in his sights. Great, we look forward to welcoming you back John, hopefully this time with Deb. Aubrey is planning to again take his Stag on a little run ... about 2,000 miles over a weekend in October in Club Triumph's 'Round Britain Reliability Run'! Tonight, he was looking for a local co-driver, so if you are interested let me know & I'll put you in touch. Terry, Colleen, Peter, Steve & I enjoyed ourselves at the MG & Triumph Spares Day at Stoneleigh.

Two key diary dates locally for you are 18th May Eastern Region Day at Bressingham & 6th July Thursford Steam Gala & Classic Cars – both of which you need to book with me. Details are on our Google Calendar – if you don't yet have access, contact me & advise your Gmail account details, thanks.

First Tuesday each month - Noggin 'n' Natter 8pm+ Village Inn, School Lane, Little Melton, NR9 3AD just outside western edge of Norwich Southern Bypass. Browse <https://www.stonehouserestaurants.co.uk/> then put NR9 into search box and visit local website for menus



etc. Park behind pub, use rear entrance & our room is first on right through the doors. We're a sociable bunch of mainly couples so please join us 6.30pm onwards to sample very good value food pre-meeting (no need to book).

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

- Kevin Mellor (Co-ordinator) 07957 790764
- Chris Liles (Deputy) 07885 253525
- Peter & Jean O'Neill (Deputies) 07917 431285.
- Ray Prescott (Photos Archivist) send him your

photos via WhatsApp.

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

### NORFOLK AREA WEBPAGE

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

*Kevin Mellor*

*Mobile: 07957 790764 Email: [norfolk@stag.org.uk](mailto:norfolk@stag.org.uk)*

## HERTFORDSHIRE & N. LONDON

**H**ello all once again. The weather must've known we were meeting last week (early Feb.) as we had a lovely warm spell (if you remember?) which was most unexpected for this time of year! Eight area members enjoyed a great time at The Golden Eagle and with most of us eating, Chris, our landlord and 'super chef' delivered more tasty treats from the menu. The conversation mainly seemed to centre around my unfortunate breakdown (due to overheating issues - surprise, surprise!) in my Stag whilst taking it to Stoneleigh for the set up on the club stand. Sorry guys, I promise not to bore you again in future! (For those interested in what actually happened, see my contribution to the Stoneleigh show article in the March magazine.)

I then managed to turn the conversation to area matters and plans. We are the 'Herts & North London' Area and although we actually meet so far on the Western edge of Hertfordshire we're actually just into Buckinghamshire and have for some time now, I feel we are neglecting those members who might feel under-represented in the rest of the county. To that end I propose we rotate our meeting venue each month to enable a better 'spread'. To help with that I have shortlisted a couple of suggestions on future locations towards the south/centre of Hertfordshire. We will be trying out these new venues in May and July, with the most popular choice (by the members attending) being made our permanent monthly meeting venue, alternating with The Golden Eagle. Details are below in the diary section, so please take note of them and come along. It's YOUR area and we are here to serve YOU, especially if you've been thinking about coming along to the meetings, but felt The Golden Eagle was a bit too far to travel. Do

come along. We won't bite.... promise!! With or without a Stag, you'll be most welcome. Of course if this alternative venue takes off and if enough people want it, we could make it a second meet in the month instead of alternating them.

I should apologise at this point for failing to include the promised review in last month's write up of our Late, Late Christmas Bash held at the end of January. Ten of us braved a cold night to make it to the Marchmont Arms in Hemel Hempstead for a very enjoyable meal! Unfortunately one person couldn't make it due to ill health, (luckily only short term), but fortuitously John Buyers who couldn't originally make it, was then able to and took the spare place, shaming the rest of us, by turning up in his Stag!

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

Peter Goodman

### DIARY DATES

- ♥ Thursday 3rd April – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ♥ Sunday 27th April – 'Drive-It Day'. A route is being worked out with a suitable start, finish and stop off points en route. If you're interested in taking part, do contact us for more details, but also watch the area WhatsApp group.
- ♥ Thursday 1st May – H&NL monthly meet around 7pm at The Green Dragon, A1081 North of Barnet, EN5 4RE. This pub has 2 car parks, great food, (with 30% off your food on a Thursday, so it might be busy!) We will have our own table to seat up to 12 and you don't have to eat either!
- ♥ Saturday 17th May – Aston Hill 100 Car Show – To celebrate the centenary of the Hill Climb from Aston Clinton to Wendover. Vintage vehicles will tackle the (now) modern road with a car show at the finish. Tickets £10 from <https://tickets.matterpay.com/s/aston-hill-climb-100>
- ♥ Sunday 18th May – Chiltern Hills Vintage Vehicle Rally, Weedon. Great family day out. Tickets £10 from [www.chilternhillsrally.org.uk](http://www.chilternhillsrally.org.uk).
- ♥ Sunday 1st June – Classics at the Villa, Villa Scalabrini, Green Street, Shenley. WD7 9BB. Great show and food! Details at [www.villascalabrini.co.uk](http://www.villascalabrini.co.uk).
- ♥ Thursday 5th June – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ♥ June ??th – Fish & Chip supper/Curry night. Where/When/Which? You decide and we'll book it!
- ♥ Thursday July 3rd – H&NL monthly meet around 7pm at The Woodman Inn, near A1M/South Mimms, AL9 7TT. This pub has good parking, great food as well and the Barnet Classic Car Club also meet here. You don't have to eat either!

*Paul Harrison*

*Mobile: 07710 316558*

*Email: [p\\_harrison63@hotmail.com](mailto:p_harrison63@hotmail.com)*





## SUFFOLK & N.ESSEX

### SUFFOLK AREA WEBPAGE

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

*Tim Hart*

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

**M**arch is always a quieter time on the events front and a chance to prepare for the summer season of shows and drives. As I'm sat penning this I have been reminded of an event later on in the summer: Classics by the Bridge, with an article in the local paper announcing the sponsor accompanied by a super picture of our Stags at last year's event with the backdrop of the river Orwell and the Iconic Bridge. That's one to look forward to. The March N&N was well attended with just Mick & Michaela braving the dark night in their Stag - well done. With the events season looming large we discussed one of the first big days out which is Drive it Day. We are driving in to Essex to visit the Secret Nuclear Bunker followed by a meal out, that's another one to look forward to. The events list is available so please register yourselves for the events. Here's to a good summer of topless Stagging.

We meet up on the 1st Wednesday of the month from about 8pm (6:30 for a meal) at The George Pub, Hintlesham near Ipswich IP8 3NH. Please come and join us for a chat and a drink.

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

### DIARY DATES

- 📅 2nd April N&N The George. Hintlesham IP8 3NH
- 📅 27th April Drive it day
- 📅 4th May Ipswich to Felixstowe
- 📅 10th May Visit to The Vault
- 📅 18th May Eastern region day Bressingham
- 📅 30th May – 1st June ESM Nuremberg
- 📅 12th - 13th July National day at Shuttleworth

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

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

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

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

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

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



# OUT & ABOUT

## M I D L A N D S

Regional Co-ordinator:

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

Mob: 07970 206829

### SOUTH BIRMINGHAM

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

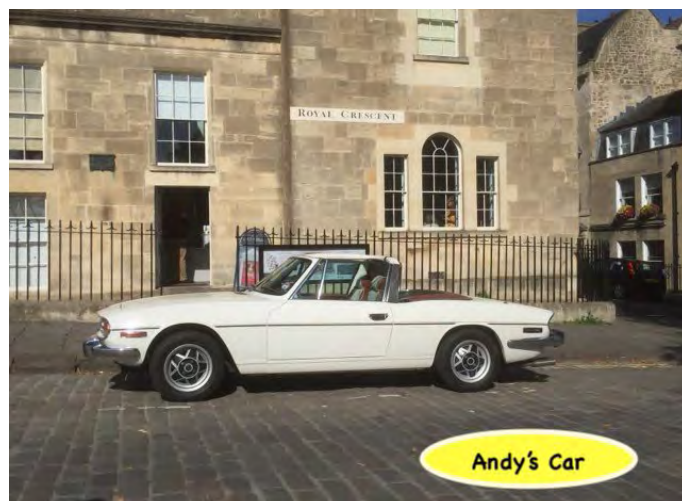
Following a prolonged period of cold, dull and wet weather the recent spell of milder sunny weather has come as a very welcome change. It seems to have signalled the ending of Stag hibernation for at least some of our group.

Scotty and Leia went out for Sunday drive on the 2nd March and thoroughly enjoyed themselves and although the only one at the March N&N on the 4th March Carol and I enjoyed the first drive of the season.



Another sign that our Stags are coming back to life, so to speak, is the activity on the maintenance side of classic car ownership. At the N&N Gary told us he was in the process of replacing the rear bearings on his car and was looking for someone locally to him that was able to press the old one out and the new ones in. Hope you find someone Gary.

Andy has started to fit some modified front hubs to his car. A project that has been on cards for some time but delayed to his day job commitments in recent months.



Hope it all goes well Andy and don't forget the pictures etc for our website.

We now have the finalised events list for the 2025 season which has been circulated by email and I will also post it to the website shortly.

As he did last year Scotty is trying to organise a 'Stag area' for this years Classic Nostalgia event at Shelsley Walsh for Sunday 20th July. In order to secure a 'Stag Area' he needs at least 10 cars to be booked in by the end of April. So far only 8 cars have done so. The advantage of booking now is that the tickets are discounted to fifteen pounds (same price as last year). Anyone reading this item and who would like to join in please do so and let Scotty know ([scottygsxr@googlemail.com](mailto:scottygsxr@googlemail.com)). You do not have to be a member of the South Birmingham group to join us.

You may recall that I was experiencing a recurring problem with the earthing of the nearside dipped headlight on my car caused by the bullet connector getting wet and 'gunging up'. Having obtained some excellent waterproof connectors the problem has been resolved. So happy days!!

Finally let's hope the weather continues to improve, our cars are problem free, and we can enjoy a really great 2025 season.

Noel Sargent.

#### DIARY DATES

##### April

- ✔ Sat 12 Classic Car Tour, St Marys Church, Enville, DY7 5LB
- ✔ Sat12 Practice Day, Shelsley Walsh
- ✔ Sun13th Season Opener, Shelsley Walsh
- ✔ Sun 27th Drive it Day, Cherished Vehicle Insurance hosting another run to Westong Cider Mill



- ☛ Sun 27th Breakfast Club, Shelsley Walsh
- ☛ Mon 28th Bowling Green Classic Cars, Droitwich Rugby Club

## May

- ☛ Sat 3rd Sun 4th Speed into Spring, Shelsley Walsh
- ☛ Sat 10th/Sun11th Marches Transport Festival, Ludlow Castle, SY8 1AY
- ☛ Sat 17th Redditch Classic Motor Show, Redditch Town Centre
- ☛ Sun 18th Severn Side Classic Car Show, Bridgnorth Rugby Club, WV15 5AA
- ☛ Sun 18th Classic Wheels, Rutland Showground, Oakham

## SOUTH BIRMINGHAM AREA WEBPAGE

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

**James Scott**

**Mob: 07970 206829 scottygsxr@gmail.com**

## WARWICKSHIRE / LEICESTERSHIRE

**T**he start of March has been great weather, and my Stag has been NOWHERE! She's been up on ramps during the warm days recently whilst I repair the spring top mounting brackets on the chassis. I noticed the doughnut centre lugs were, shall we say, a little corroded just before we left for the Isle of Man last September. Didn't tell the boss in case I got some more grief. Anyway, it wasn't a problem. Luckily. Whilst she is up on the ramps I will do some more routine jobs. Leaking front seals on the diff, oil and filter change and might change the gearbox oil as it's not been changed in the last 19 years. I've also noticed some play in one of the rear hubs, so looking at the new CV type if the bank misbalance will allow.

Lots to do and not enough time to complete the 'to do' list. I seem to add more than I take off to be honest. Sam's GT is almost ready to fire up. We will move it over to the neighbour's garage, it can then be finished off having a little more room to move around it. I can get my Stag back into our garage then.

Starting to fill event schedule so look out for emails and diary dates and let me know if you plan on attending.

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

Tony and Di

## DIARY DATES

**WARWICKSHIRE** –Our regular monthly meetings will be held on the first Tuesday evening of the Month at the THE SPARROW, Coombe Fields Road, Ansty, Coventry CV7 9JP from 7pm, unless otherwise advised below.

**LEICESTERSHIRE** - Every third Tuesday evening of the month at THE CHARNWOOD ARMS, Beveridge Lane, Bardon Hill, Coalville, Leicestershire, LE67 1TB from 7pm, unless otherwise advised below.

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

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

Recurring events.

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

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

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

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

## April 2025

- ☛ Sunday 27th April – FBHVC Drive it Day. Run around Cannock to remember and celebrate the lives of John and Elaine Craddock.

- ☛ May 2025

- ☛ Sunday 18th May – Classic Wheel OAKHAM. Let Tony know if going. Tony will book cars and driver in and passengers must purchase own entry. Car/Driver £5 passengers £10.

- ☛ Sat 31st May. – Coventry Motofest Day 1. Let Tony know asap please. (Sunday 1st June is Day 2)

- ☛ Sat 31st May – Kenilworth Country Fair £12.50 entry fee for car and 1 passenger. Limited space.

## WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

**Tony Lapworth**

**Tel: 07906 971960 tony.lapworth@outlook.com**

## NOTTS/DERBY

### March Meeting

**M**We had 19 of at the meeting and it was nice to meet new member Steve and Ian who we haven't seen for a while, hopefully as the Spring comes we will see a few more faces and hopefully, Stags.

Various events were discussed including a few new ones and a first for our area, a midweek breakfast run and Kings Bromley Show in August, which seems to have replaced the Lupin Farm event which was in the same area. I haven't listed all the events below as it would be too long, they are all on the Smiley Faces sheet. The list here will hopefully catch the eye of any members who might be visiting our area.

We had the usual raffle and it was pointed out that the first 7 winning tickets were all on the same table of 8!

We also made the decision to split last years raffle money between 2 charities, the East Midlans Air Ambulance and Hannah's Hope, a charity for creation of a



respite sanctuary for terminally ill young people. Hannah is only 21 and has terminal cancer. She is trying to raise £203,000 to buy a lodge at Mercia Marina near Willington. I don't think there is a website for Hannah, but there is a Facebook page which is worth looking at and shows the incredible work she is doing.

Both Charities will get £125.00 each

After the formalities, there was the inevitable conversation about my misbehaving car after it's failure to get to Stoneliagh. To put you all in the picture, the carburation problem seemed to be a combination of little problems adding up to make one big one. A sticking choke which wasn't returning properly on the right hand side, a needle valve on the left hand side leaking round the copper gasket, both had sticky air valves and the compensators on the side of the carbs were opening at slightly different temperatures. As I write this and with the last weekend being spent cleaning everything and resetting and balancing, all seems to be well, although I have only done about 60 miles in it.

A huge thankyou has to go to long time friend, Stag and at one time 2000 owner Des Hill (Northants Area) for all his help over the weekend.

Andrew

#### New members

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

#### WhatsApp Group

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

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

Our next meeting is on Wednesday 7th May

#### Events and Shows for 2025

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

#### DIARY DATES

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

Booking is direct with the organisers where contact details are supplied

To end of June 2025

- ♥ 27th April Drive It Day
- ♥ 2nd – 4th May Donington Historic Festival
- ♥ 4th – 5th May Papplewick Pumping Station Vintage Weekend. [www.steamheritage.co.uk](http://www.steamheritage.co.uk)

- ♥ 5th May Thorsby Hall Classic Car Show
- ♥ 18th May Wentworth Woodhouse Classic Show near Rotherham [www.classicshows.org](http://www.classicshows.org)
- ♥ 21st May (Wednesday) Breakfast Run, starting Croots Farmshop near Duffield (Provisional)
- ♥ 26th May Rolleston Transport Festival EARLY BOOKING ESSENTIAL [www.rollestontransportfestival.co.uk](http://www.rollestontransportfestival.co.uk)
- ♥ 8th June Nottingham Motor Show TBC
- ♥ 15th June Crooked Spire Classic Run, Barlow, Chesterfield. Approx 100 miles.
- ♥ Entries now being taken [www.crookedspireclassic.co.uk](http://www.crookedspireclassic.co.uk)
- ♥ 21st -22nd June Ashby Steam Festival, Ashby De La Zouch
- ♥ 21st June Triumph Picnic Walton Hall No booking required (Venue TBC)
- ♥ 22nd June Carsington Classic Cars
- ♥ 28th – 29th June Wonderland Classic Car Festival
- ♥ 5th-6th July Cars in the Park, Litchfield
- ♥ 12th – 13th July Stag National Weekend
- ♥ 13th July BMC / BL Day Gaydon
- ♥ 20th July Ashover Classic and Vintage Show
- ♥ 2nd – 3rd August Hebden Bridge Vintage Weekend

#### NOTTS / DERBY AREA WEBSITE

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

*Phil Gunn*

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

## SHROPSHIRE & SOUTH STAFFORDSHIRE

**H**i all, Steve and I would like to wish you all a happy new year As you are all aware from emails we have sent out we have changed the venue of our monthly meeting. It's now at The Lion at Edgmond, Newport, post code TF10 8HH. it's not far from The Lamb where we previously met. This pub hopefully fits the bill, as it's getting harder to find a pub that welcomes groups. Anyhow we had our first meet there in February where we had 15 in attendance, a great start to the New Year.





It would be great if we could see new members from the Shropshire area. The pub has a very large room and we more or less have it all to ourselves, the food is excellent and very reasonable and service is extremely good.

As per the Stag Owners Club Steve and I were re-elected for another year. Steve and I are currently compiling a list of local shows and events that we plan to go to. We will publish them next month in the meantime if anybody had suggestions please let us know.

On the car front, Mark's stag is just back from the body shop after only 4 years, never tell them no rush. He will be busy the next few months. Steve's stag is now fully restored and he's just running it in while Graham's stag is off to EJ Ward for new sills and floors. Mine is still in Ireland and I hope bring it back in April. We usually meet from 6.30 onwards to allow for food, but you can just have a drink or a coffee.

Look forward to seeing you all next month

Regards Patrick

**Steve Ellison**

Mobile: 07710 642963    [steven.ellison@icloud.com](mailto:steven.ellison@icloud.com)



Howard arranged a collection for the Midland Air Ambulance and we raised a total of £150, sufficient to get the Worcester Area Stag Owners Club on the side of the helicopter for the next 4 years. Well done everybody.

Our April N&N will revert to the first Thursday in the month, although there will be some changes due to clashes with other events so check with the Diary of Events.

## WORCESTERSHIRE

**T**here was some very cold weather in February but it brightened up enough and we managed to get just enough enthusiasm for our Snowdrop run through the Cotswolds to Upton Wold. But we didn't get much enthusiasm for an actual walk through the gardens!! It was very slippery!! However we did get everyone together for a very nice lunch in Snowhill.



Our March breakfast N&N was again well attended with 29 members filling our area in The Oak so we had to overflow into the bar area. There was a lot to get through. We welcomed 2 new members Dave and Sue. They've just taken delivery of their Stag and are having one or two teething problems, but I'm sure it will be sorted soon.

We had a vote for a venue for our Murder Mystery weekend and chose Buxton.

The Worcester area Drive it Day has had to be moved because it clashed with other events and Easter. It is now the 13th April.

### DIARY DATES

- ♥ 3 Apr - N&N The Oak
- ♥ Apr (TBA) - Midlands Air Ambulance Car display
- ♥ Mid Apr - Bluebell and daff drive
- ♥ 13 Apr - Worcester Area Drive-it-Day
- ♥ 27 Apr - 2 May - Spring break, The Old Hall, Caister-on-Sea
- ♥ 8 May - N&N The Oak
- ♥ Tba May - Runout to Berkeley Castle
- ♥ 30 May - 1 June - ESM
- ♥ 2 - 10 June - Holiday to Northumberland and The Borders
- ♥ 12 June - N&N The Oak
- ♥ 14 June - Classic Car Show, Mappleborough Green
- ♥ 14 June - Hampton Ferry Car Show, Evesham

### WORCESTERSHIRE AREA WEBPAGE

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

**Paul Catterall**

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

## SOUTH CHESHIRE / NORTH STAFFORD



### UTURE EVENT.

Sunday 8th June The Tatton Park Classic and Performance Spectacular.

If you wish to display your stag on our stand then please ring me for your pass before

15th April 2025, because of the low attendance last year we only have 20 passes for this show so the first 20 applicants will receive a pass.

**Judy Harrison**

Tel: 0161 748 4608



# OUT & ABOUT

N O R T H   E A S T

Regional Co-ordinator:

Graham Falshaw [meredies@talktalk.net](mailto:meredies@talktalk.net)

Tel: 01977 677733

## WEST YORKSHIRE

**I**s it car season yet?!! When will winter end, well, according to Paul Hudson, our weather man, it is Spring on the 1st of March. Car season is approaching, and a sense of urgency is in the air for those of us who have our cars in bits. Cars coming out of the garage, putting back together, and dusting down, exciting or what!

Winter seems to have gone on forever, but we have managed to have a few get-togethers including Sunday Socials at Drax Social Club with their amazing carvery lunch and more variety of meat and vegetables than Tesco. On two occasions there have been almost 40 members attending Sunday lunch. Quite a few new members have joined us, and in order for everyone to get to know each other we have played a few games. Dawn's Stag Bingo was a great way to get everyone up and talking, finding out about each other's cars and travels. Who's Car Is it Anyway was a fun way to see if people recognise not just their own car but others too.

Our Winter Warmer went down a storm, not literally though! Melanie and Ian did a great job at organising everything and everyone in the Lake District.

Fun was had at our annual Ten Pin Bowling competition in February organised by Tony and Hazel, followed by a Chinese buffet meal. Always a great evening out the competition is for the highest scoring male and highest scoring female, congratulations Graham and Melanie, and the lowest scoring male and female, congratulations John and Christine. The competition was fun but fierce with 15 people playing, and a little cheating went on I seem to recall, Tony! A few strikes were celebrated and quite a few gutter balls were commiserated but everyone enjoyed themselves very much, onwards to the New Eastern Court Buffet Restaurant, where 4 more members were sat waiting for us to join them. The buffet is amazing and I think everyone was very full by the time they had to hint at us to leave as everyone else had gone home and the staff wanted to too.

Our website is being updated, the diary dates have been added for 2025 and photos requested. It's a work in progress that will hopefully benefit all our members. The more everyone contributes, the more everyone can get out of it, simple.

The April Fools Run has just been advertised and that really does mean the start of the season. Here's looking



forward to a busy season with lots of road runs, rallies and trips.

### EVENTS April and May

- ✔ Sunday 6th. April Fools Run, Sunday 4th Burton Constable
- ✔ Friday 11th Humber Bridge Classic Night Monday 5th Crows Nest Park
- ✔ Sunday 13th Cobweb run Tuesday 6th NOGGIN & NAT-TER
- ✔ Friday 25th Heath Common Sunday 11th Tadcaster Car Show
- ✔ Sunday 27th Drive it day Sunday 11th Burton Agnes Car Show
- ✔ Sunday 18th Wentworth Woodhouse
- ✔ Sunday 18th Little Ouseburn
- ✔ Sunday 25th Thornton le Dale Show
- ✔ Thursday 29th – 6th W Yorks ESM in Nuremberg

Wayne Day

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



## CLEVELAND & CO DURHAM

### DIARY DATES

- ✔ Sunday April 6th Fishburn Airfield with Northumbria. Join us for a chat, kick a few tyres and look forward to the year's events.
  - ✔ Sunday April 27th Drive it Day. Joint event with local TSSC. Our route will be through the north of County Durham. The plan is to meet up at Brian's Training Centre in Durham City (toilets available, time tbc) and make our way to Blanchland for lunch, probably at The Lord Crewe Arms, then make our way back via Rookhope and Stanhope. We need to know numbers, so if you would like to join us and have lunch, or not, please let me know. A route map/directions will be provided.
  - ✔ Saturday May 10th Croft Classic to Modern Motor Show. See <https://croftcircuit.co.uk/event/croft-motor-show> Should anybody be interested you can buy your tickets, £10 for car and two people, on the website. If you look at ticket choices you will see the option of TR Register Cleveland, buy them there and we are all welcome to join them on their stand for the day.
  - ✔ Saturday May 24th Ushaw House. To book your place, go to <https://ushaw.org/whatson/ushaw-classic-car-show-25/> A meeting time and place will be arranged so that we can arrive together.
  - ✔ Sunday May 25th Thornton le Dale Classic Car Show. To book your place, go to <https://tdsacarshow.com/> Again a meeting time and place will be arranged should any want to drive there together.
- Mike & Brian

*Mike Reeve*

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

## NORTHUMBRIA

**W**e welcome new member Neil Kirkbride from Hexham who expects to be a Triumph owner before Drive It Day; and also Chris Veevers who we hope to see in his mimosa yellow Stag before long.

See below our full schedule of 2025 drives to a completely new set of private historic properties. Note in particular the two 'flagship' events at which we hope to meet members from adjacent Areas. Our next drive will be with the TR Register on "Drive It Day" (traditionally the day of the year when all classic car owners get their cars out to raise awareness of the historic vehicle movement) on 27 April to Eshott Hall, originally a fortified medieval manor house, rebuilt 400 years ago and owned in the 19th century by the Bainbridge family who founded the world's first Department Store in 1838 (known as Bainbridge's, rebranded as John Lewis in 2002 and no doubt well remembered by our more mature members). Our drone

with high resolution camera will make its first flight of the year on Drive It Day and we hope to capture our Triumphs in sunshine on the lawn in front of the stunning 17th century Hall. The Hall chef will provide scones with jam & cream; then we depart on an organised drive on quiet roads in Northumberland. The illustrated route map will be easy to use by any untrained willing navigator and will be emailed to those attending well before Drive It Day.

Our first ever Area Technical N&N on 18 February at The Twin Farms, Kenton, was attended by 11 members – see photo.



A variety of technical issues was avidly discussed and there has already been a second technical N&N! We have arranged an advantageous hourly rate with an experienced coachbuilder / welder in Backworth on production of a current club membership card. The new paint booth and workshop will be open for business from mid-April and we have been asked to supply various Triumphs for publicity photos.

A hard-back full colour edition of our eagerly anticipated coffee table book, published by Andrea, has now been distributed to all members who ordered a copy. Feedback has been extremely positive – thank you Andrea.

16 Stags from the NE will be heading to Nuremburg next month and an exciting suggestion has been made that we drive our classics overseas in 2026. Could members give some thought to this idea – destination, duration, general philosophy and if there is enough demand whether Scenic Car Tours could act as tour operator...?

Thanks to several Area members who have candidly shared details of work undertaken on their Triumphs over the lean winter months. Alan Walker has fitted a new coil and fuel pressure gauge to resolve a carburation problem; Dave Worrall has reconditioned his gearbox and fitted a new uprated differential; Gary Horn has fitted a walnut dashboard, painted his clock bezels with satin black and fixed and painted his wiper motor; Keith L has been trying to sort his brakes pulling to one side and his alternator reading high; Brian is repairing his rear wheel arch sill closing panels; I've fitted a 'lights-on' buzzer and a set of hardened brake links, clevis pins and circlips, one of the last sets supplied by Glyn Williams who has now retired; Roger & Sheila have replaced their original 45 year old Spitfire radiator with a full width version giving noticeably





*Malcolm with Mansel & Carol beside the 341st Stag built in 1971*

better cooling; and finally Alan Weddell has been so busy that his list of improvements and upgrades is too long to print – we impatiently look forward to having a proper personal presentation by Alan of his rebuilt sapphire blue Stag as soon as it's back on the road, together with a good look at all our other lovingly maintained classic Triumphs.

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

#### DIARY DATES

- ✚ 6 April – N&N at Fishburn Aerodrome with Durham & Cleveland Area members
- ✚ 27 April – 'Drive it Day' visit 17th century Eshott Hall near Alnwick for cream tea then short drive organised organised by TR Register
- ✚ 25 May – visit and tour of Jacobean Castle and Chapel near Corbridge
- ✚ 29 May to 1 June – ESM in Nuremburg Germany – 16 Stags going from the NE Region
- ✚ 8 June – Thirlestane Castle classic car show with East of Scotland Area (contact John Lewthwaite)
- ✚ 15 June – drive on B roads through Northumberland to 18th century castle and tea room near Scottish border
- ✚ 6 July – flagship event – longer drive (some doing overnight stay) to fabulous private estate with café near Keswick; view owner's private classic car collection – joint event with North Lancashire Area and members from Cumbria. We also hope to welcome a group from West Yorkshire.
- ✚ 12/13 July – SOC National weekend at Shuttleworth (near Biggleswade) – see magazine (train trip?)
- ✚ 27 July - drive through spectacular Northumberland countryside to fabulous 17th century grade 1 listed

private country house incorporating a 14th century pele tower near Whittingham in north Northumberland for coffee & scones, private tour by current resident who is a historic car enthusiast

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

**Roland Tate**  
[rolandtatecf@gmail.com](mailto:rolandtatecf@gmail.com)

## NORTH YORKSHIRE

**Andy Maughan**  
Mobile: 07762 543920  
Email: [asmaughan@ntlworld.com](mailto:asmaughan@ntlworld.com)

## LINCOLNSHIRE / HUMBERSIDE

**New Co-ordinator required**  
Please contact the Regional Co-ordinator

**Graham Falshaw**  
[meredies@talktalk.net](mailto:meredies@talktalk.net)



# OUT & ABOUT

N O R T H      W E S T

Regional Co-ordinator:

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

Tel: 077 1000 1893

## MANCHESTER / NORTH CHESHIRE

**O**ur March meeting took place on Sunday 9th, March and I can report good progress on our plans for the coming months, although we still have gaps available if anyone has any suggestions. We start in earnest with Drive it Day on Sunday 27th April, details of which will be circulated by email. Please give me a shout if you want to be included in our circulation list for more up to date information or wish to attend any specific event on our list.

It was good to hear from Mel that his project car is making good progress and should be ready for the road before much longer so he can get back out to events with us this year. Other the other hand, Paul Burgess has started on the considerable task of tackling sections of the bodywork on his car and expects it to be off the road for some time. Fingers crossed that both go to plan. I have had an issue with a leaking brake calliper, spotted at my recent MOT test, and am in the process of having 2x units refurbished before I refit them to my car. I have found a very good local source for this refurbishment work and will happily pass on details to members. It is cheaper and I think more suitable than buying new units, which are reported to be of poorer quality than the original Lockheed fitted when new.

Please give me a shout if you need any detailed info or are considering joining us. We always try and make people feel welcome!

Regards to all, Nick

### DIARY DATES

April Sunday 13th Meeting Rixton Community Hall  
4.00pm

April Sunday 27th Drive It Day

May Sunday 11th Cheshire MG Club Candles Run

May Saturday 17th Weaver Wander

May Monday 26th Gawsworth Young Timers Show

June Sunday 1st Peaks & Dales run.

June Sunday 8th Tatton Park Classic & Performance  
show

June Sat/Sun 7/8th Halton Festival, Runcorn

June Sunday 22nd Lymm Historic Transport Day

June Thurs/Mon 26th/1st Scenic Car Tours trip- Celtic  
Classic

July Sat/Sun 12/13th SOC National weekend Bedford

July Sunday 13th Caerwys Practical classics show

## MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

Tel: 01606 624054 [manchester@stag.org.uk](mailto:manchester@stag.org.uk)

## NORTH WALES

**T**his month, I must sadly start my report by advising of the death of Tony Snutch after a brief period of failing health. Tony was a long standing S.O.C. member who had owned a Stag since the 1980s and had a 4-figure membership number. He moved from Hampshire to Wirral in 2021 to be closer to his son. Despite advancing years, he was determined to use his Stag and attended several shows and club outings. Last time I spoke to him, he was marshalling at an event at Claremont Farm last year.





The February lunch run-out featured two Stags (mine and Tony Coates') and an MGC, together with a number of moderns. We had a 20+ mile run on the border of England and Wales and 17 of us sat down for a nice lunch at the Red Lion in Northop, recently reopened and under new management.

Unfortunately, I missed the March meeting as I was away for a week with my partner Suzi, visiting Lyme Regis.

#### DIARY DATES

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

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

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

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

North Wales S.O.C. meetings are on the first Tuesday of each month, starting at 19.30 at the Northop Hall Cricket and Hockey Club CH7 6DE. The meetings incorporate several clubs. There is a run-out on the last Thursday of each month (except April as the run out is on the Drive-it-day Sunday), including a coffee stop and lunch. Contact me for details.

**Nigel Cross**

**Mobile: 07766 696393 northwales@stag.org.uk**

## NORTH LANCASHIRE



Last night we had our March N&N which was also our AGM

There were 15 members present and the main issue was re election of Co-ordinator and deputy. No other members wanted to take on the roles and as Phil and myself were prepared to carry on for another year we were re elected.

The events program has been drawn up and circulated other events will be added and some cancelled as the year progresses.

For our April meeting the location for our N&N's has to change. The pub is closing down for refurbishment and the landlord is leaving. Our area is physically a large one but we do have members travelling to our N&N's from Morecambe to the north Colne to the East Bolton to the south and Southport to the west all a 90 minute round trip we wanted to stay in roughly the same area. Not easy as it is a rural location with not a lot of options (3 of the pubs are at present closed down). The result is we are trying a pub that we have not used before, It is called the Traders Arms and it is located on the road through the village of Mellor only about a quarter of a mile up the hill from the Fielden Arms. It is a small pub that serves food with the last orders at 19:30 and Tuesdays are supposed to be reasonably quiet so fingers crossed it will be suitable for our needs.

Their website is <https://tradersarmsmellor.co.uk/>

By the time you read this we will be in April and our first event (Drive it Day ) will be on the horizon, are you ready has all your planned maintenance been done or will you miss out because it hasn't.

Meetings take place the second Tuesday of each month at 20:00. The only month we don't have a meeting is July when we have a short run out for an evening meal.

If you would like to come along you would be made most welcome.

Meeting Place :- The Traders Arms, Mellor Lane, Mellor, Blackburn BB2 7EW

Tel 01254 812478

If travelling from the M6 take Junction 31 follow A59 towards Clitheroe after BAE Salmesbury turn right at small roundabout to Mellor road turns immediate left and at roundabout at Fieldens Arms go straight ahead (narrow road) follow this road up hill through village and The Traders arms is on your right.

If travelling from the East take A59 from Clitheroe towards Preston. At Bay Horse and Bowker Ribble Valley Garage turn left up the hill and at junction turn right The Traders Arms is immediately on your left.

#### NORTH LANCASHIRE AREA WEBPAGE

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

**David Haughton**

**Tel: 01772601164 d\_haughton@btpopenworld.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

**W**e start this report with a very heavy heart. As some of you may already know we lost one of our members and close friend in February. Ronnie Nicol sadly passed away on the 7th of February after a battle with illness, he was at home and surrounded by his family. Ronnie was a very special man who will be greatly missed by all who knew him. Our thoughts are with Cath and all the family at this very difficult time.



We also send our thoughts and prayers to our other friend and member Gordon Whiteford who also sadly lost his wife Liz on the 9th of February. Both Ronnie and Liz will be greatly missed but always remembered for the good times spent with them.

Show places for this season are filling up really quickly, with some already fully booked. If you are interested in joining us please let me know asap to avoid disappointment.

11th of May is the Bridge of Allan Show nr Sterling, a few of us have decided to do a run instead of attending the show. Anyone who would like to join us for a run out you are welcome, The show will still be attended by the club as usual which means you have the choice of doing either.

### DIARY DATES

- ✔ Drive it day 27th April
- ✔ Bridge of Allan 11th May
- ✔ Errol 7th & 8th June ( Main show day 8th )
- ✔ Moffat 28th & 29th June ( run on the sat & show Sunday)
- ✔ Glamis 12th & 13th July ( Fully Booked )
- ✔ Biggar 17th Aug
- ✔ Scone 13th & 14th Sept

*Willie Clark*

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

## EAST OF SCOTLAND

**V**ery sad to report that member Ronnie Nicol from Duns passed away in February – a few words about Ronnie can be found in the West-of-Scotland report.

The show at Thirlestane Castle in the Borders is on 8th June, and the deadline for entries is 21st April, so there's still time to book a place. Also, we have again been invited by member Stephen Leckie to view his varied collection of classic cars at Crieff Hydro on Saturday 26th April. It's well worth a visit – if anyone is interested, please let me know and I'll send details. We'll be joining the TR register for a run out on the morning of Sunday 27th April, which is Drive-it Day. Meeting near Bo'ness, over into Fife then back over the water for lunch at the Fat Pheasant in

Newton village. If anyone would like to participate then please let me know.

Club nights continue to be held in the Hawes Inn at South Queensferry on the second Monday of the month, starting at around 8pm. It's always good to meet new members, and at the March meeting we welcomed Alan Douglas from Linlithgow.

*John Lewthwaite*

*Mobile: 07791 136599 eastscotland@stag.org.uk*

## NORTHERN IRELAND

**G**etting under way for 2025 with a visit to the Ulster Folk and Transport Museum on March 26th.

Then on Wednesday April 9th we will recommence our monthly meetings at a new venue, Ballymacbrennan Old School Hall, just over two miles from the M1/Saintfield Junction, at 8.00pm. Agenda includes planning for a run on Drive it Day, Sunday April 27th and electing a new Coordinator. I'm stepping (falling?) down but will continue till we get a new team in place. So we need a few volunteers.

*Brian Linden*

*Mobile: 07979954381 bflinden@aol.com*

## GRAMPIAN

**T**he SVVF Yearbook has arrived with the dates of the events in Scotland, so we have made our plans. The first event is the Drive-it Day road run on the 27th. As usual we will be meeting at Aberdeen Beach Esplanade and heading to the NTS property Crathes Castle. Remember to avoid the Bus Gates! Details of the run are on the gvrns.net website. All vehicles are welcome to come along. The entry form for the Oldmeldrum Rally is also on the gvrns.net website. This year we are hosting the SVVF Champion of Champions event so it will be very busy. Entries are filling up fast so if you intend coming get your entry in ASAP.

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

*Alan Sharpe*

*Tel: 01467 621189 alan.sharpe@btinternet.com*

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# OUT & ABOUT

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

### COTSWOLDS

**A** change to our normal meeting format this month (April) as we will gather a day later on Sunday 27th in order to take part in Drive it Day. The event commemorates a 1000 mile reliability run held in 1900 to demonstrate reliability of the then new fangled motor car.

Human ingenuity has since seen huge advance in motor vehicle technology whilst the ability to maintain a road appears to have been lost, so if you can find a stretch of road which won't shake the fillings out of your teeth enjoy it while you can!

What more can go wrong? Not only were the anticipated snowdrop gardens closed due to a muddy car park but the carefully planned route for our February meeting had to be abandoned due to road closures. One Stag failed to leave home as its only keys had been mislaid and another failed to make the meeting point due to traffic jams. A third had to be abandoned as it died on arrival at the meeting point, but we did welcome new members Julian and Judy who may have wondered what kind of a group they had joined. With the abandoned vehicle passengers relocated in other cars and interested members of the public assured that a broken-down Stag is virtually unknown, off we went.

Our luck then improved significantly as we mostly maintained convoy through two large towns with colourful Stags turning heads in the sunshine. Learning all the time, I now realise that staying on main roads rather than taking to the lanes during the messy winter months is most sensible.

We were well fed at the Colesbourne Inn and had the benefit of a room to ourselves. Yet another issue on the return journey in the form of a recent collision, nothing to do with us I might add and we mostly passed by before the inevitable road closure. Hopefully no one was injured.

The abandoned Stag started up again and made it home, clearly with one, or more, of those intermittent faults which are hard to identify.

Quite an eventful day for a modest car club meeting.

One member is working on the rear seat



squab as the one found in the car practically fell apart. Always wise to keep an eye on the base of the seat and from time to time lift it and make sure they are dry. If it gets wet, then ensure its lifted and allowed to dry out. The hessian backing also disintegrates over time and may need some TLC.

The last Hooky Classics meeting at their temporary site saw a wide range of cars, including eight Stags. Among





the pretty and the interesting were a Lancia Fulvia Zagato, Citroen 8CV and Honda 1300 coupe 7 from 1972. Not imported to the UK when new, its air cooled dry sump 4 cylinders gave a potential 100hp and 100mph, though not when running the standard air conditioning which soaks up 800cc!

Apparently the last model designed by Soichiro Honda, and believed the only one in the UK.

**DRIVE IT DAY** Sunday 27th April

A longer run than usual in this change to our regular schedule. Anticipate a drive to Five Zeros Supercar sales and storage facility at Bradford on Avon. There is also a diner which will hopefully be able to provide lunch, although being Drive it Day they are likely to be busy. Ferrari and TVR groups are apparently visiting in the morning.

Meeting point, time and route will be circulated by email nearer the day.

**MORGAN CARS VISIT** Saturday 17th May

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

**SHELSLEY CLASSIC NOSTALGIA** 19th / 20th July

Early bird discount for car club tickets ends on 31st April

Rupert Klaiber [rupertk@hotmail.co.uk](mailto:rupertk@hotmail.co.uk)

Mark Jackson [cotswolds@stag.org.uk](mailto:cotswolds@stag.org.uk)

## DIARY DATES

- ✔ Sunday 27th April Drive It Day and meeting
- ✔ Sunday 11th May Classics at Prescott
- ✔ Saturday 17th May Morgan Cars visit
- ✔ 24th / 25th May Prescott Historique
- ✔ Sunday 8th June Pied Piper Show, Highnam Court
- ✔ Saturday 5th July Family Day, Highnam Court
- ✔ 12th/ 13th July SOC National Weekend, Shuttleworth Collection
- ✔ Sunday 17th August Classics Nostalgia Vehicle Show, Tewkesbury

## COTSWOLD AREA WEBPAGE

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

**Rupert Klaiber**

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## WILTSHIRE

**O**ur March meeting, at the REME Museum, on the day after the Welsh saints day of St David. It was well attended, as usual at this time of the year we had many more members than Stags, there were just three in the car park, one of them mine on its first run since the replacement of the piston rings. At least two Stags didn't make it out of their garages, as they refused to start. It was a good meeting, the venue did a very nice selection of breakfast options sampled by some of us, there was lots of chat about various aspects of the car, our Wiltshire diary of events and matters in general. Robin has asked that we move our Sunday lunch and run to Sunday April 6th, meeting at 10:30 at the Coffee Shop at Lowden Garden Centre Bath Road Atworth SN12 8EZ, lunch will be at the Fox & Hounds Acton Turville, Badminton GL9 1HW, please let Robin know if you intend to go.

There was quite a bit of interest shown in the National day at the Shuttleworth collection, several already booked accommodation for the weekend.

I was astounded to learn from John Goff, that a choke cable for the Triumph Stag was £115 + £10 postage costs from Rimmers, it seems extortion just for a choke cable. John was having problems with the choke of the nearside carb not coming on resulting in difficulty in cold starting.

Not surprising, we don't have many photos of our activities or cars at this time of the year hopefully this will change as the sun comes out.

Our next meeting will be on the first Tuesday of April, the venue, The Crown Inn Bishops Canning, near Devizes SN10 2JZ

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

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



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

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

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

#### WILTSHIRE AREA WEBPAGE

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

Glyn James

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

## THAMES VALLEY

**T**uesday 19th February saw one of our midweek lunchtime meets at The Ely on A30 nr Blackbushe Airport. Twelve of us enjoyed the midweek event with good food and ample conversation. These group luncheons are always enjoyable and would recommend if you are able to participate.



#### Events for the coming future include :

Drive It Day Sunday 27th April

Woodley Carnival Saturday 14th June

Yattenden Classic Vehicle Day 29th June

Berkshire Motor Show 6th July

Swallowfield Show Saturday 24th / Sunday 25th August

If you are interested in attending any of the above or can recommend any other event please let me know.

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

#### DIARY DATES

- ✔ Tuesday 8th April - Monthly N&N, Shire Horse, Littlewick Green.
- ✔ Sunday 27th April - Drive It Day to Castle View, Windsor - Please indicate if interested.
- ✔ Tuesday 13th May - Monthly N&N, Shire Horse, Littlewick Green.
- ✔ Tuesday 10th June - Monthly N&N, Shire Horse, Littlewick Green.

David Yapp

Mobile: 07970 059716 [TVstags@hotmail.com](mailto:TVstags@hotmail.com)

## OXFORD

**F**irstly before the usual update from the Oxford area I wanted to apologise for missing the regular article last month. A number of people have reached out to me on reading these articles, which shows me the value they have and for many it is an essential part of the update process, so I will make sure that last month's magazine was the last time the Oxford area has a gap.

The latest Oxford meeting was at The Red Lion in Chalgrove and attendance was strong with 19 members present, including some new faces that had joined, having



noted the change of approach to meetings alternating them around the county. Given that this was the first time we had met outside of Western-on-the-Green for as long as I can remember it was great to see so many people, including the members we've not seen before and endorses the decision to switch locations on an alternate basis. The 'Oxford Area Tour', as I have affectionally nicknamed this approach, will continue throughout the year with all four compass points now covered from across the area. Special thanks to Steve Bedford, James Simmie, Kim Lassiter and Patrick Ward for nominating the locations. Confirmation of the locations and the months they will be used:

The Ben Johnson Pub, Western-on-the-Green: January/May/September

The Red Lion Pub, Chalgrove: February/June/October

The Packhorse, Milton Hill: March/July/November

The Cotswold Merrythought Inn, Chipping Norton: April/August/December

These events will continue at their monthly slot of the last Thursday of the month and while they are always very informal to give them some structure, I will announce an agenda and also confirm the full address ahead of each meeting on WhatsApp a week before the meet

Belatedly the meeting was also an opportunity for a new Coordinator and a deputy to be selected for the Oxfordshire area and as both Richard and I are both happy to continue in the roles we have, and the lack of any other interest, there was a unanimous vote for the area to continue as it has. This does have at least one benefit in that only one name is needed to be remembered.

I personally take the opportunity to thank the members for their support and appreciation for the effort we put in, this appreciation helps maintain the enthusiasm for us to continue

Aside from the monthly area meet, which now seem to be a highlight given their variation in location, the main gathering this month was the Hook Norton Classic Car meet, which is still being held at the temporary venue of the Cotswold Lounge in the Wychwood Business Centre.



The location was perfect given the lovely spring morning and the high attendance was supported with lovely coffee, great sausage baps and plenty of cars covering all tastes, even the famous 'VW Shed' made another appearance. The Oxford area was strongly represented by Richard Taylor, Richard Green, Gary Witchalls and me and our Stags were also joined by a further four others which meant a total of seven Stags were at the meet making it the most popular model present, more than doubling the handful of Mini's and a fleet of AC Cobra replicas.

These events are always worth a visit as it gives great opportunity to chat to other car enthusiasts, who can share their knowledge and experience. It was chatting to the owner of one of the AC Cobra replica's that we were introduced to our newest member, 'Aussie Dave' was telling us how he has within days added a Stag to his garage that also includes a Westfield, and his immaculate AC Cobra replica. The reasons he gave for purchasing a Stag was that he 'wanted something for when the weather turns'. This shows the ever-broadening appeal of the good old Stag.

Welcome 'Aussie Dave' you mentioned you're not listed in the Oxfordshire Area but welcome all the same, please join our area meetings if the locations are convenient.

On leaving the event, both Gary and I had our cars captured and uploaded to the official Facebook page of

the event, which again indicates how popular the car is.

With the beautiful spring weather hopefully showing us a sight of things to come it will no doubt lead to the hardtops being stored and many more roads humming to the unique sound of the Triumph V8.

As ever I am keen to hear any stories from other members around the area and if you want to suggest or promote any local events then please get in touch. Our WhatsApp group has been the source of great knowledge and advice from some of our more technically minded members so please reach out for anything you need Stag related.

My coordinator 'to-do' list still includes updating the website with the four locations, and the updated events calendar, but in the meantime as the regular members will know I do have an excel version of our events calendar which I am happy to share for anyone who wishes so if you want a copy please just ask.

## DIARY DATES

### April

- ✔ Hook Norton Classic Car Meet at The Hook Norton Brewery – 6th April 2025
- ✔ Banbury Car & Bike Meet at Banbury Cricket Ground – 9th April 2025
- ✔ Good Friday Classics @ Stratton Audley Barns – 18th April
- ✔ Oxfordshire Area Meet at The Cotswold Merymouth Inn – 24th April 2025
- ✔ Bicester Heritage Scramble at Bicester Motion – 27th April 2025
- ✔ Cowley Classic Car Drive it Day at Notcutts Garden Centre – 27th April

### May

- ✔ Hook Norton Classic Car Meet at The Hook Norton Brewery – 11th May 2025
- ✔ Banbury Car & Bike Meet at Banbury Cricket Ground – 14th May 2025
- ✔ Chilton Hills Vintage Rally at Weedon, Aylesbury – 18th May 2025
- ✔ Oxfordshire Area Meet at The Ben Johnson Pub – 29th May 2025

## OXFORD AREA WEBSITE

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

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## SOLENT & NEW FOREST

### SOLENT & NEW FOREST AREA WEBPAGE

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

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# OUT & ABOUT

## S O U T H E A S T

**Regional Co-ordinator:**

**Steve Kiefer, Locksbottom, Kent**

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**Tel: 01689 854700 Mob 07979 962614**

### EAST SUSSEX

**O**ur Annual General Meeting was very well attended. Over forty members were present and there was the usual good humoured banter but also the serious business of agreeing a plan for the forthcoming year and lots of discussion about the programme of events and what the new season has in store for us all. Lovely too, to welcome Paul Vincent as Deputy and good luck to him in his new role.

Top of the list were votes of thanks for everyone who had played their part in making last year a success for all our members. Special tributes were paid to Elissa and Richard Rawlings and Marion and Pete Coleman who have done so much over the years to build up our club and make it the flourishing organisation it is today. It's been said before, but it can be said again, 'theirs are big boots to fill!'

Meanwhile, all the plans are now in place for the first major event of the year! 'Drive it Day' will take place on 27th April. Members are asked to assemble at 9:30 at our usual venue, 'The Green Man' at Ringmer for a getaway before 10:00. Everyone who has registered for the outing will be provided with a route plan and there will be the reward of a Sunday Roast in a favoured hostelry at the end of the run. Contact one of the organisers, Gary, Geoff or Terry if you need more information.

This will be closely followed by 'Magnificent Motors' in Eastbourne. This spectacular showcase is now established as one of the leading motoring events on the south coast and it's always popular with our members.

June will see some members setting off to the Isle of Wight for a three night trip, exploring the island and following what are reputed to be some of the best driving experiences in southern England.

Reports on all these events will be included in future editions of the magazine.

As ever, proposals for trips, runs, dinners and other thoughts are invited from all our members. The calendar is already a busy one but there's always room for fresh initiatives. Share your ideas with the team who are keen to include everyone's suggestions. Here's to the summer season!

#### DIARY DATES

♥ Breakfast meeting: Saturday, 12th April, 2025

♥ Breakfast meeting: Saturday, 10th May, 2025

♥ Drive it Day!: Sunday, 27th Apr 2025

♥ Magnificent Motors, Eastbourne: Sunday, 4th May 2025

Sandy Gent on behalf of Bryan Gregory

#### EAST SUSSEX AREA WEBPAGE

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

**Bryan Gregory**

**Tel: 01424 430050 *bryangreg@talktalk.net***

### WEST SUSSEX

**W**e finally got our area AGM under way, although it was March before we got the room arranged. This followed a breakfast at Tottington Manor where we welcomed new members Liz Beckmann and Chris plus Jim and Ann Munday along and look forward to them joining in with us in the future.

The AGM started with the food debate and although the majority of those present were perfectly happy with Tottington, there are 3 various members (1 present) who are not. Their suggestion was the Harvester in Haywards Heath, not particularly convenient for those living in the west of our area, but unless we visit the Harvester and compare we will not be able to give a fair comparison. So we will meet at the Harvester in Haywards Heath on Sunday May 18 at 10.00am for breakfast and then go onto Sheffield Park (NT) which is not too far away. When we arrange an event we always put it on our Whats Ap link as well as the area web page, there are some people that do not reply their intentions with either a yes or no which makes arranging things harder and more stressful, so as from now if you do not answer, we will take it as a no. It was also suggested that all area members should have access to the Whats Ap link, and so if you would like to be added and join in with us please let me have your Name, mobile number and email address and I will join you. We ran through our provisional programme for the year and there were not too many alterations, the full programme will be on the area web page on the main SOC web site. No more volunteers for help with the running of the area & so I was elected again for the 28th year as Co-ordinator and Martin and Philip have said they would be happy to continue as deputies.

Our first run of the year will be Drive it day, where

classic vehicles are encouraged to be seen on the road. We will meet at the Sussex Chalmers in Rudgewick RH12 3DH at 11.00am on April 27 for a run down to Westdene Gardens Nr. Chichester where we can view the gardens at optional cost. We then go on to Magnificent Motors in Eastbourne on May 4, for those of you who have pre-registered, you can get free entrance to the show if you did not register in time and park in the road. We will meet at the entrance to the industrial estate on the right as you approach the Caulfield tunnel in Lewes 8.45am for the drive to Eastbourne.

Fast forward now to July 27, we will host the Bromley Pageant jointly with SE London area, which this year is held at Ardingly Showground in Haywards Heath. We will need some help with this one, probably for the set up on the Saturday 26 plus Sunday.

Meanwhile, I urge you to apply for tickets to the shows, some can be found on our web page and on line while others will be via post.

Bob

## DIARY DATES

### April

- ✚ 1 Club Night at Tottington Manor from 7.30pm
- ✚ 27 Drive it Day, Starting at The Sussex Chalmers at 11.00am

### May

- ✚ 4 Eastbourne Magnificent Motors. Pre-booked display.
- ✚ 6 Club night at Tottington Manor from 7.30pm
- ✚ 18 Breakfast meet at the Harvester in Haywards Heath at 10.00am, then a run to Sheffield Park (NT)
- ✚ 25/26 Cuckoo Fayre at Laughton. (book entry before 3 May)
- ✚ June 3 Club night at Tottington Manor from 7.30pm

## WEST SUSSEX AREA WEBPAGE

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

*Bob Heritage*

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## KENT

**M**y thanks go to Don for hosting this meeting in my absence.

Items discussed included Drive it Day with a drive to Asburnham Place near Battle where we will have an afternoon tea. This is currently over subscribed for the tea but there is plenty of room for the drive, we would like to see as many as possible. There are still some places available on the list for the subsidy if you wish to purchase your own refreshments from the orangery. Please let me know, thank you.

The ESM currently has 5 members attending with 4 members going on for a 4 night tour of the Black Forest, 1 member then continuing to Laon. There is still time to join us. John Dutton is travelling alone and has offered

his spare seat to any member who wishes to attend but doesn't want to drive.

National day weekend has 11 cars already booked, the majority staying at the Stratton House Hotel. There is still time to join us.

Our summer programme and full details can be found on the Kent Area section of the club website. Howard has simplified the site and the list of events can now be found at the bottom of the site in month order.

Tractor Fest, Sunday 17th August is a very popular event and features some steam, tractors, classic cars, and general country fair activities spread over 3 rings, also live entertainment. It is FREE to enter for participants and we intend to make this a club event. Please see the application form on our website. Please mark it Stag Owners Club Kent Area as I have reserved a stand, also please advise me when you book, thank you

Dining Evening, please contact Mike Allen on 07711431430 if you would like to attend the March meeting at the Wagon and Horses Charing on 27th.

A new event is the open house day in aid of charity kindly hosted by Wendy Edmeades who wishes to raise some money for the hospice that looked after Lester in his final days. There will be the opportunity to use Lester's 2 post lift to view the underside of your car, full details on the area page of the website. And in the email recently sent to all members.

Finally, the club is moving towards using email more and more and area coordinators have been asked to obtain and update email addresses for members. If you are not receiving emails from me, please get in touch. Please check your junk or spam boxes as some members have reported finding them there, please add Kent@stag.org.uk to your contacts to ensure you receive future emails, thank you.

The next club night will be on April 14th at the Dog and Bear Lenham ME17 2PG.

I look forward to seeing you.

Derek Hewett

## KENT AREA WEBPAGE

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

*Derek Hewett*

*Tel: 07749232024 kent@stag.org.uk*

## SURREY

**W**e hope you are all well and looking forward to all our outings and meeting through the year we try to do something every month you don't have to join us on all of them you can pick and choose and join us on as many as you like. On February 9th we celebrated Sir John Blacks Birthday with a meeting at Epsom Downs Race Course for a photo shoot. Meeting at 9.30am in the morning, the plan was to be there for an hour then drive





## DIARY DATES

- ✔ 21st April, our normal meeting date happens to be Easter Bank Holiday Monday so we have had a slight change of plan we are meeting at the Fairmile for lunch instead so if you would like to join us please book a table for 1pm and say you are coming with the Stag Owners Club that way we will be put on tables with other members, and not take up all the restaurants other tables.
- ✔ 27th April, Drive it day we will be meeting up then driving to the Hollycombe Steam Fair
- ✔ 11th May, Car show at the Leatherhead Leisure Centre its a great day out and its all Triumph's
- ✔ 19th May, meeting at the Fairmile from 7pm.  
If you have any problems with bookings or have any questions please give me a ring see you all soon

## 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](mailto:surrey@stag.org.uk)

## SOUTH EAST LONDON

**Chris Skinner**  
Tel: 0796 1058188 [chris1976stag@gmail.com](mailto:chris1976stag@gmail.com)

on to Denbies Wine Estate for tea and cake but by 10,15 we had had enough it was so cold and wet we left a little earlier. Arriving at Denbies other members that had decided it was too cold for the Stag had arrived, we all sat down together and tucked into various rolls, cake and coffee and chatted for an hour or so then headed home.

If you are planning on joining us at the Cranleigh show on Sunday 10th August or the Capel Show on Saturday 16th August the tickets are now on sale, please go on the Cranleigh or Capel show websites and make sure when booking you book in with the Stag Owners or you may be parked elsewhere.

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06/12/23

# OUT & ABOUT

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

### SOMERSET / DORSET

**A** very quiet month with some beautiful sunny but very cold days, however, we did have a good Sunday Lunch in February with a couple of Stags in the car park, well done to Danny and Mark. I decided not to take my Stag then, but I did manage a run out to the coast and back in early March after some welcome rain to wash the salt away. I was told there were also a few Stags out at Sturminster Newton Car Meet at the beginning of March. Hopefully the weather will continue to improve and we can get more Stags out and about.

Where I do not have sufficient interest for the events we need to book in advance, I have removed these from our proposed list of events. If interested in attending closer to the event and there is space, we will have to enter individually and not as a club.

There was a good response to Pete's suggestion to join the Swanage Carnival Classic Car Show for Drive it Day on Sun 27th April, so we will have a run down to Swanage and an opportunity to get some sea air, fish and chips and maybe a steam train ride. I have just been informed that we have made this year's Navy Wings annual magazine with a photo of our visit to them on last year's Drive it Day.



*Danny and Mark's Stags at our Feb Sunday lunch*

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

I only have three definite attendees for the John Haynes Classic Event at Haynes Motor Museum and the minimum requirement is five (the maximum is 10) so unless I get any more definite attendees I will have to remove this from our list as well. If you would like to join us on the stand, please contact me asap.

Our next evening N&N will be back at The Lime Kiln on Wednesday 9th April. As this pub is becoming very popular, I was going to arrive earlier, about 6:45 and eat there and if we get enough numbers, book the green room.

At the moment it looks like most of our events will be a last minute, "it looks like good weather tomorrow, anyone up for a drive" and now we have WhatsApp up and running, I will see how this works out for short notice events. Other Somerset & Dorset WhatsApp members can post events and ideas if they discover something of interest. If you would like to join our WhatsApp group, please drop me an email with your mobile number and permission to set you up on our WhatsApp account.

#### DIARY DATES

Monthly evening N&Ns will be on the second Wednesday of the month from approx 8:00pm at The Lime Kiln Inn, Long Sutton, on the A372. Please check with Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.

- ♥ Wed Apr 9th - N&N at the Lime Kiln Inn.
- ♥ Sun Apr 27th – Drive it Day, run to Swanage Carnival Car Show.
- ♥ Wed May 14th - N&N possibly the Lime Kiln Inn but contact us to confirm.
- ♥ Sun June 22nd – Visit to Boscombe Down Aviation Collection.
- ♥ Sun July 13th – SOC National Day at The Shuttleworth Collection.
- ♥ Sun Sept 7th – The John Haynes Classic.

**Garry Martin**

**Tel: 01935 427625    [jangarmartin@tiscali.co.uk](mailto:jangarmartin@tiscali.co.uk)**





## WEST WALES

**O**n Sunday 9th March, we started the show season off by joining the Towy Valley Vintage Club for their 'Crank Up' event at the National Botanic Garden of Wales. Unfortunately, most of the West Wales members were either unavailable on that day, or their Stags hadn't woken up from their winter hibernation, but I was able to attend with my Stag, and joined with three other Stags from the South West Wales area. We were blessed with a beautiful, sunny March day, and enjoyed a very pleasant start to the season in the grounds of the National Botanic Gardens, and walking around the beautiful venue. **See front cover**

I was a little concerned about getting my Stag on the road, as it had been sat outside my house, unattended for the previous three weeks following my recent house move, and had had to put up with all that the weather had thrown at it during that time whilst I await getting a new garage built for it. However, I need not have worried, as after just a short period of 'cranking over', the engine burst into life with the joys of the spring morning, and drove me smoothly all of the 45 miles to Carmarthenshire for the day. It even managed to pass a significant milestone on the way, as I clocked up 77,777 miles. Something I am not likely to see again on this Stag!



Close on the heels of this event, and just two days later, was our monthly N&N for March. On Tuesday 11th, nine of us met at The Lost Coins pub and restaurant in Haverfordwest, for a very enjoyable meal and jolly good company. It was good to see Bob and Ruth again following their recent acquisition of a Stag, but frustrating to hear about their difficulties in getting it up and running. Hopefully, by the time of our next N&N and evening drive in April you will be on the road in your Stag at last. Special thanks to Clive and Lesley from South West Wales area who drove all the way from Swansea in their Stag to join us for this evening, and I believe also made it home again afterwards!

For our next meeting in April, we are planning to hold the first of our evening drives of the season as well as meeting for food. The plan at this stage in time is to take a drive around the coast of western Carmarthenshire through Laugharne, and ending at The Roadhouse bar and grill near Whitland. I will confirm details via email nearer the date, but please get in touch with me for further details, including the proposed starting point for the drive.

Later in April, we are planning to hold a longer day trip for National Drive It Day on Sunday 27th April, possibly to the Llandrindod Wells area, but this is yet to be confirmed. We are planning to meet up with members of the South West Wales area for this event, and Area Coordinator, Clive Perman, is arranging a route and stop-off venues en route. Further details will be available nearer the time, but please let me or Clive know if you are interested in joining this run.

Looking slightly further ahead, we are hoping to attend the Swansea Classic Car Show at Singleton Park on Monday 5th May, and to have a joint SOC stand with the South West Wales area. Registration/entry form is available online, and please let me know if you plan to attend and want to be part of the Club stand/display.

The West Wales Area usually meets for our monthly N&N on the second Tuesday of the month, at various venues, but in the summer months we plan an evening

drive, ending at a suitable venue for food and socialising. Please get in touch with me for details of when and where we are meeting, or the venue for our N&N.

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

#### DIARY DATES

- ✔ Tues. 8th April Evening drive and N&N Laugharne and The Roadhouse, Whitland.
- ✔ Sun. 27th April Drive It Day Jointly organised day run with the SWW area
- ✔ Mon. 5th May Swansea Classic Car Show Singleton Park, Swansea
- ✔ Tues. 13th May Evening drive and N&N tba

*Nick Cale*

*Mobile: 07922 128717*

*Email: nicholas.cale@icloud.com*

## CORNWALL

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

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

#### DIARY DATES

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

*Mark Colton-Taylor*

*07900 982762 cornwall@stag.org.uk*

## SOUTH WALES

**A**t this time of the year there is normally not a lot to report but with evening runs and many events commencing from April onwards there is a lot to look forward to.

The N + N on 4th of March concentrated on the Stag Owners Club and there were discussions regarding a number of points.

There was a debate about potentially raising the membership fee. With a small financial loss last year members questioned what could be done to improve the situation. The fee has not increased for many years whilst in most other walks of life virtually everything has gone up. Some members were in agreement for an increase – others were not, so no conclusion was reached. It appears that moving to an online option for the magazine has reduced Club income so this perhaps was not the best move.

There were comments regarding the lower number of cars and parts for sale on the Club website and members wondered why this was the case.

In addition, there were observations about the repetition of Stag related topics in the magazine but it was agreed that not much could be done about this when so many of our members have been with the Club for a very long time.

With our first run of 2025 taking place on the 1st April, it has been clear that members have been taking their cars out of hibernation. This has led to a flurry of technical questions that all appear to have been answered via our WhatsApp page. These include how to get into the boot when the catch fails, curing petrol leaks and smells, renovating hardtops and how to polish alloy wheels!

Over the winter several members have been working on a number of projects that improve a number of areas on the Stag. Huw has been 3D printing door handles and Gary has produced a couple of heater bezels that improve legibility during the day and illuminate the controls at night. Another project in progress is 3D printing attractive hardtop locking plate covers. More news to follow as things progress

We welcome all Club members in the South Wales Area or further afield. We keep in touch by email and WhatsApp. We meet every month on the first Tuesday at 8pm. However, in the summer the time changes to 7pm so that we can have one of our evening drives which normally end at a pub for light refreshment.

#### DIARY DATES

- ✔ Tuesday 1st April Evening Drive
- ✔ Monday 21st April Coleford Show
- ✔ Sunday 27th April Chepstow Classic
- ✔ Sunday 27th April Drive it Day
- ✔ Sunday 4th May Monmouth and Border counties show
- ✔ Tuesday 6th May Evening Drive



- 🚗 Sunday 11th May Caldicot Castle Show
- 🚗 Saturday 17th May Panteg House Show
- 🚗 Sunday 25th May Abergavenny Steam Rally
- 🚗 Monday 26th May Sully Show

## SOUTH WALES AREA WEBPAGE

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

**Bob Dowsell**

**Mobile: 07799 882604 southwales@stag.org.uk**

## SOUTH WEST WALES

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

Our first show of 2025 was Crank Up held in The National Botanical Gardens of Wales on 9th March. Originally we thought we would have had between 6 to 8 cars at the event but unfortunately we had 3 although there was one other Stag at the show. There were about 50 to 60 cars with other displays of steam engines and tractors. Last October for Crank Down the weather was dry but overcast and to be honest quite chilly. This time it was warm and dry with plenty of sunny periods a really nice day.

On the 19th March we had our N&N and we returned to The Plough & Harrow in Llangyfelach. We used this venue regularly for a number of years until the food and service became poor and we moved on. I thought that we would give it a go and see what it was like after about 8 years and what a difference. Food was excellent and the service good. All 16 of us enjoyed the evening and it will be one to return too. There was plenty of talk regarding the up coming shows and our attendance at these. One that we will be going to this year is the Vale of Glamorgan Show at Sully Sports Fields. I was hoping to have a good number of car for this and also join up with South Wales for a large display but it looks as if our numbers will be down from what was originally discussed. We also decided that the Drive it Day run would be to Llandrindod Wells. The plan is to meet with West Wales in Carmarthen then head to Llandrindod via Llandovery, Llanwrtyd Wells and Builth Wells hopefully the weather will be dry.

Clive Perman

## DIARY DATES

- 🚗 N&N 16th April 2025
- 🚗 Drive it Day 27th April 2025

- 🚗 Singleton Classic Car Show 5th May 2025
- 🚗 N&N & Run 21st May 2025

**Clive Perman**

**Mobile: 07702 323491 clive.perman@ntlworld.com**

## DEVON

**O**n Sunday 23rd February 2025, 20 of us descended on Downes Crediton Golf Club for what is now becoming our annual golf themed meeting. The weather was anything but kind to us on the day, torrential rain and 60mph winds forecast. Despite this both Simon and Leah, and Carl braved the elements in their trusty Stags to add a bit of glamour to the car park amongst our boring 'moderns'. All of this goes to prove to us all that a bit of weather is not a good excuse for leaving the Stag at home (Note to self!).



We were particularly pleased to welcome new members Dave & Rachel Page to their first meeting, we hope to see you again.

David Taylor had booked the Swing Studio for us, and after a little time to practice a match was set up on the first three holes of a fictitious London Gardens course. Fascinating to see the London Eye, The Palace of Westminster and St Paul's appear on the skyline as we moved around the course. We could tell it was fictitious because the traffic was moving and there were parking spaces on the roadside in London.

The software took people's declared handicaps and used these to work out the final positions after three holes. Bill K was declared the winner with a score of three under, three shots ahead of the next best score. There then ensued some debate about Bill's handicap.

Completion of the golf competition saw us all retire to the Downes Crediton restaurant for a splendid Sunday lunch with panoramic views of a rain soaked outdoor course. As ever, conversation turned to Stags and the long list of Winter jobs we all had to complete before the fine Spring weather tempts us out to feel the wind in our hair (For those who still have some) and to enjoy the TV8 burble. Topics covered included the best way to polish



up the alloys (and reasons not to use lacquer), as well as reasons why you should periodically change your rubber fuel hoses prompted by tales of fuel leaks and blocked carbs.

Overall, a splendid gathering with special thanks to David Taylor for organising the golf and Jean Kennedy for ensuring that everyone got the food that they ordered but had forgotten.

As the Spring and Summer approach we are beginning to book the SOC into some of the local shows, so watch your inboxes and our local Facebook page for further details. Booking forms have gone out to Devon Members for the Powderham Show on July 12th & 13th July, these need to be returned by 25th May.

Remember that the most up to date programme of Devon events, along with booking information, can be found on the Devon Area web page of the SOC website along with news and pictures from recent events and gatherings.

#### DEVON AREA WEBPAGE

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

**Claire Purser**  
Mobile: 07768 848676 [devon@stag.org.uk](mailto:devon@stag.org.uk)

## BRISTOL

**New Co-ordinator required**





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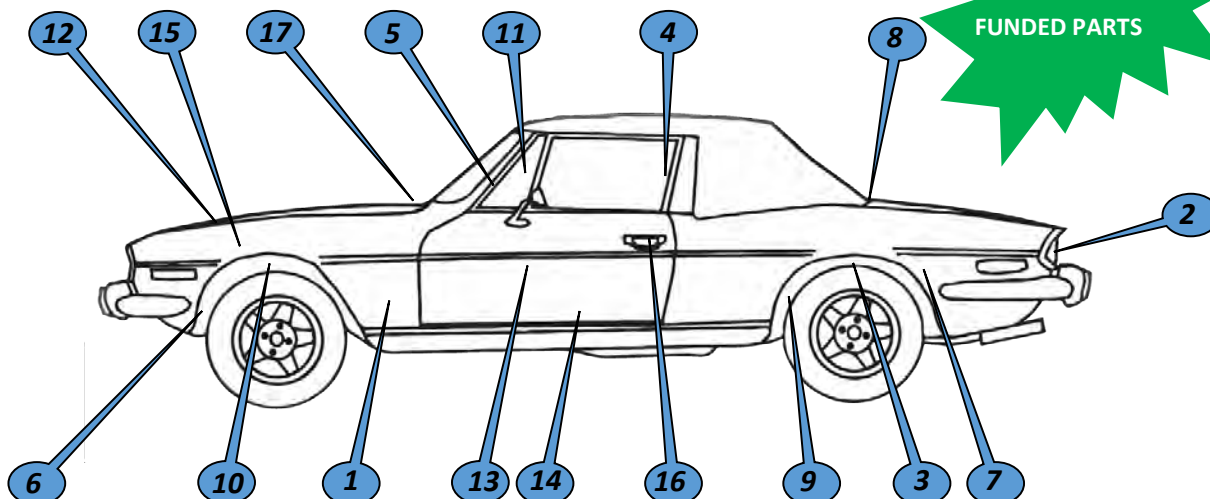



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## YOUR CLUB NEEDS YOU AREA CO-ORDINATORS – WHAT'S INVOLVED?

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

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

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

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

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



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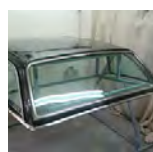
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*Oxford Stags at the Hook Norton Classic Car meet, at the temporary venue of the Cotswold Lounge in the Wychwood Business Centre.*