



STAG

OWNERS CLUB

ISSUE 502 MARCH 2025

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STONELEIGH SPARES DAY / CONTENTIAL BREAKDOWN

WIPERS REPAIR / TRIUMPHS IN TOLEDO

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

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Treasurer: SITUATION VACANT



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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.

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GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

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

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

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

Back Issues

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

Technical Queries

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

Area Co-ordinators

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

FORUM

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

Insurance Scheme

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

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

Data Protection Act

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

WEBSITE

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



EDITORIAL

Bookings are coming in thick and fast for the National Day. However, if you are planning to go to the European meeting in Germany, I'm afraid you've missed the deadline, which was the end of February.

I know that a lot of us are planning to go over there for the European meeting, and also extended trips even further.

There is an article in this month explaining what can happen if things go badly wrong with your car while abroad.

Good insurance and breakdown cover seem to be the essentials. No matter how well you prepare your car unexpected things could happen so this is a worthwhile read. Regular use of your car seems to be a good idea hopefully this will bring out any faults before they can develop into something serious while away.

I have just heard from the German Stag Owners Club that bookings have gone very well and approximately 180 people will be attending, with a large contingent from the UK.

If you are going and are going solo, but wish to join up with other Stag club members, then please contact your local area, they may be organising a group or at least know of a group of members who are going.

The Federation of British Historic Vehicle Clubs FBHVC are conducting a survey this year. This is taking place between the 10th of February and the 30th of May. The resulting report will be made available to the government in September. Here is a link to the survey

<https://survey.websurveycreator.com/s/fbhvcenthusiast>

Please contribute to this important survey.

Carl Fuss

ISSUE 502 MARCH 2025

Front Cover: Triumphs in Toledo

Pic: John Garcia

Back Cover: Blickling Hall

Pic: Norfolk area



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SOC NATIONAL WEEKEND 2025

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



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

COSTS

Entrance to the event £20 for the two day weekend, including Driver and ALL occupants. This includes entrance to the museum, Swiss Gardens, Engineering workshops and children's play area **plus 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
- Or Contact Georgia French, Tel: 01767 627922
Email: Georgia.french@shuttlesworth.org



LOCAL HOTELS AND GUEST HOUSES

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



CAMPING AND CARAVANS

- On site Facilities are available for tents, caravans and mobile homes, at £20 per pitch per night.
- Nestled in 60 acre parkland
- Toilets, Drinking water, and Elsan disposal but no electric hook ups
- 24 hour on call site manager
- More information at camping@shuttleworth.org
- Booking via Shuttleworth.org/product/sf25-camping/





WANTED ... WANTED ...

TREASURER

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

ADVERTISING OFFICER

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

INTERNATIONAL LIAISON OFFICER

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

SECURITY LIAISON OFFICER

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

For more information on the above positions please contact the Club Secretary: secretary@stag.org.uk

DIARY DATES 2025

- **NEC Classic Car and Restoration show** Friday the 21st of March to Sunday the 23rd March.
- **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.

THE PASSING OF ELAINE CRADDOCK

It was with immense sadness that we said a final farewell to Elaine Craddock, an SOC compatriot and dear friend of some forty years.

We take much comfort from the fact that her passing was separated by only a few months from that of her devoted husband John as the two of them had seemed inseparable and completely devoted since our first encounter with them when attending the Town & Country Festival at the Royal Showground, Stoneleigh. August Bank Holiday weekend 1985 will forever remain in our memories as John and Elaine had galvanised the Birmingham Area into taking a stand in the motoring display of this enormous and very prestigious event. Such was their enthusiasm and work rate, as Coordinators, that the stand was always packed with a superb selection of Stags for many years to follow.

An enormous number of members will for ever be grateful for Elaines detailed and superb arrangements in organising many tours both here and abroad over many years on behalf of our club. As a couple they have been a large part of the backbone of the SOC for a long time and will be sorely missed by a great many both here and abroad.

Rod & Freda Scholey



SOCTFL ANNUAL GENERAL MEETING 2025

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

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

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

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

Stag Owners Club Tooling Fund Limited Proxy Voting for the AGM 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

The 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



Thought for the Month

Rupert Klaiber

"The problem is that we are not eating food anymore. We are eating food-like products"

Dr Alejandro Junger

A STAG WEDDING STORY

A CAR TO FIX AND PROMISE TO KEEP



My love of Stags started in 1973, when as a fourteen-year old, I witnessed our next-door neighbour driving his brand-new magenta, manual overdrive Stag to park on his driveway. It was absolutely stunning and was to be the start of a new relationship with the gorgeous beast. Proudly, he kindly showed it off to me, and even allowed this youngster to sit behind the wheel.

When the engine started, it sounded like no other car I had ever heard. I was smitten and still am. But, I had to wait until 1985 before being able to purchase my white, manual overdrive beast, and I have never looked back.

Fast forward to 1990 and my first child was born, a daughter, Anna, followed by my son, Michael (Mikey), in 1993. They have known Stag adventures and road trips their whole lives, and are now 33 and 31 respectively.

When Anna was eleven years old, I promised her she would have the Stag for her wedding day car. But in later years, there was a problem. My original Stag, that had been totally dependable, rust-free and completely original, had been left languishing in the garage as domestic life and funding universities interrupted our daily routine.

A restoration was on the cards. Two problems arose; time and cost. At this stage, there was no wedding on the horizon, so I had time to ponder a solution. Time was my greatest foe, so I took the reluctant decision to part with the Stag and seek out an alternative. What I eventually found was my current car, which has proved to be ultra-reliable, and is in the same colour as my original Stag, without the need for a major restoration project.

It proved to be one of the wisest decisions I had ever made. Anna announced that she and fiancé Nathan, would be getting married in August 2024, and very much in Anna style, the event would be at the Eden Project in Cornwall, some 325 miles from Rochester in Kent. My long-held promise would be honoured, and the planning began. I was confident that the distance would be no problem for my white beast. The only allowance I made was to travel to Cornwall a few days in advance of the big day, just in case there were any silly problems in a fifty-year-old car.

My wife Karen and I, plus Lucy our Springer Spaniel, left on Tuesday morning, after the M25 rush hour, making good, steady progress with the hood down on a glorious day with bright sunshine. I was dreading any rain, as we all know, fifty-year-old wipers are not the best at clearing lorry spray at seventy miles per hour. There was no need to fret, as all was going to plan. We got as far as Sparkford in Somerset, and decided to stop for



lunch, venturing off track looking for a suitable country pub with good parking. And there it was, directly opposite the Haynes motor museum, the hallowed site of those invaluable workshop manuals. With garden seating in the sun, we were no more than eight metres from the Stag – perfect! The car was full of our wedding clothes and much more besides for our stay in Cornwall, so I wasn't going to leave it out of view.

After ordering refreshments and lunch, I returned to the table outside to find three local gentlemen all standing around the Stag. Apparently, they heard us pull up into the car park and had come out to admire the car. It turns out that one of the chaps had owned his own Stag back in the 1970s, and was keen to show his friends under the bonnet, which I agreed to. Thankfully I didn't need to purchase a manual for my car as it had performed the task of getting us this far without fault.

After a very convivial chat and a decent lunch, we carried on our journey to Cornwall, and arrived in time to check in and carefully select a good parking spot, letting the Stag rest after its faultless journey. With the hood erected, security in place, all was well.

The morning of the wedding was dry, and all were happy, I drove to the morning 'stag' breakfast in the Stag, to meet the stag party, Future son-in-law, Nathan, my son Mikey, best man Eirick and all the groomsman were there. It was pizza and coffee for breakfast, where Nathan gifted us all pewter tankards, with personal motifs and inscriptions. Naturally, mine had the Stag motif engraved on it – I was delighted!

My next mission was to collect the beautiful bride and deliver her to the Eden Project with her hairdo intact. Reluctantly, I volunteered to put the hood up until we arrived, knowing full well that I would be in trouble with a windswept bride. I quickly took the hood down as we waited for security to let us in to the beautiful gardens and entrance. We received lots of admiring looks and thumbs up, as we drove down to the Mediterranean Biome. What an incredible venue and with close friends and family, it couldn't have been anything but the most wonderful wedding, truly magical in a unique and beautiful place. The photographs of the happy couple in and around the car give a brief glimpse of this memorable occasion.

Following the wedding ceremony and party, having been centre stage for the arrival of the bridal party and photos, the Stag spent the entire night at the Biome, as its owner was too staggered to drive back to the house until the following day. Then we spent an enjoyable few days, enjoying the best that Cornwall had to offer. But the true test was to follow. The drive back to Kent was truly challenging - blazing sun and bumper to bumper traffic jams. It was a relief that the car behaved perfectly, and at no time showed any protest, better in fact than the occupants, who by this time, were seething with frustration on the nine-hour drive!

Memories are precious things, and to see my beautiful daughter so happy on that very special day was one that we shall treasure forever. To have included the Stag after that long held promise, simply cemented my love affair with the car.

Michael Connolly (8234)



THREE STAGS TO STONELEIGH

MG & TRIUMPH SPARES DAY – FEBRUARY 2025



We were back again at Stoneleigh with our enlarged stand with four cars lined up and we were looking forward to a lovely day. Well, what do they say about the 'best laid plans'.

Saturday morning arrived and as Sam and I were getting the van loaded the first call came in. Poor old Andrew Bradbury was stuck on the M1 with a slightly poorly Stag. Trundling down the M1 from Chesterfield and suddenly, coughing and spluttering with a belch of black smoke from the rear end! The car wasn't much better! No choice but to get recovered home. No worries! We still have three cars.

At Stoneleigh we get another message, this time from Peter Goodman. His Stag had sprung quite a bad water leak and was at the side of the road cooling down. Steve Bedford was in convoy and between them, the car was limped into the hall.



Then, just to kick a man when he's down, another message then came in. Jim McClean's Stag had developed a very bad misfire and wouldn't make it either. Now we were down to two cars. Thankfully Dave Hoare had arrived, trouble free.

Our Sam was delighted when I told him that he would have to bring our Stag in on Sunday. He had to get his head in gear as the last time he drove a manual was about 3 years ago. With a slight modification to the stand layout, 3 cars would suffice, 'smiling in the face of adversity' is my mantra. This is the first time in my 15 years of show involvement that I've had car troubles. I hope this isn't an omen for the rest of the year!

The stand looked very good, and we were up and running on Sunday morning as planned, well, sort of. With the public advancing we braced ourselves for a busy day.

A few of us, later in the day, commented that it was probably the busiest day we'd ever had on the stand. We were packed out most of the day.



My view was that overall attendance was good, but possibly a little down on normal. The closure of the Warwick by-pass (A46) and the rather miserable weather may have put a few off.

We had the SOCTFL team with us again. They were kept busy all day explaining how their great work helps in the provision of spares for the Stag. Membership applications were good for a one-day show, and we added 5 new members, 2 lapsed members returning, and 1 renewal.

Finally, a huge thank you to all our helpers! Dave and Margaret Buxton, Martin Mills, Steve Bedford, Andrew Bradbury, Steve Buxton, the ever-present Roger and Lesley Phillips, the SOCTFL team of Paul Smith, Richard Hudson and Roger Kennedy and lastly, the car owners of course, Peter Goodman, Dave Hoare and 'super sub' Sam Lapworth (he doesn't own it YET!).

Tony Lapworth
Works/Leics Co-ordinator



DAVE HOARE

We had a great time at the Stoneleigh show. Thanks for letting me have my car on the stand. It was great meeting everyone and speaking to a lot of like-minded people that loved stags who, had either had just got one, or had owned one for many years. The show was organised very well with a lot of trade stands selling a large variety of products and a great atmosphere and my attendance was great.



TONY & SAM LAPWORTH

Bringing our Stag at short notice wasn't all bad. At least it got a good clean when we arrived!



PETER GOODMAN

Having been approached by Tony Lapworth at the Stag National weekend at Brands Hatch last year, to see if I wanted to show my car on the club stand at the NEC in November, I was very flattered.

The car had only just been returned to the road after 15 years, in time for our daughter's wedding two weeks earlier. However, I still had some work to complete and worried it might not be 'show' ready in time. "I'm sure it will be available for Stoneleigh though," I said. "Excellent," he replied, "I'll put you down for that!" Well, that was it... I was committed now! I had never displayed a car on a club stand before and the thought was a bit daunting. What if it isn't good enough? What if the public doesn't like it? Over the winter I set to work, making sure everything was working as it should, until I was happy with it.

Fast forward to February and we set off on the Saturday and headed to my friend Steve's place as he was to be my 'get-you-home' transport once the stand was set up. Then with Steve following behind we headed to the showground. All was going well until, with 3 miles to go and slowing down to leave the A46 on a slip road, the temperature gauge soared, and clouds of steam erupted from under the bonnet. I pulled over with Steve behind to find out what had happened. The steam was coming from within the 'V'. All the while a steady stream of cars were passing by. Not exactly the way to dispel people's perception of the Stag 'always overheating'! Luckily, I had packed spare bottles of water in the boot, 'just in case'. Having got this close I was determined not to fail and so we headed slowly onwards, limping into the car park a bit later than planned.

Sunday saw us into the hall early for more diagnosis. It appeared a gasket had blown between the inlet manifold and one of the heads. Not a quick easy fix even surrounded by a wealth of parts and centuries of experience! I was however impressed by the number of



offers of helpful advice and support I received that day and also the number of compliments my Stag was given on its condition despite this setback. When getting it back on the road I'd opted for a full bare metal respray in the same colour, Tahiti Blue, carried out by A.M. Restorations in Plymouth, who did a superb job along with a new hood from South East Trimmings. Most of the day was spent with the bonnet open and I think this seemed to draw more people in to view it.

The 3 cars really set off the club stand and with such a prominent position near the entrance I'm sure ours was one of the first that people visited. I found the day to be extremely enjoyable and realised my initial fears were completely unfounded. It was great to speak to so many Stag enthusiasts and share experiences and ideas with them.

During the afternoon following Tony's suggestion I managed to get hold of a bottle of Holts Sealit which I fed into the radiator after the show finished. With the pressure cap on loosely we set off for home and through driving rain the temperature gauge kept at normal all the way. The fix had worked, and I am so grateful for all the help and support I received at the show.



DRIVE YOUR TRIUMPH DAY

A FEW REPORTS FROM PARTICIPATING AREAS



WEST WALES

Our first event of the season took place yesterday on international Drive Your Triumph Day (10th Feb). I had been discussing with a friend in our local Classic Car Club who is a TR owner and member of the TR Register about the possibility of going on a joint drive at some point. As we started thinking about Drive Your Triumph Day, I made the suggestion that there may be other Triumph owners within the local Pembrokeshire club who would like to join us for an informal, unofficial drive in our Triumphs. We had interest from quite a few and a total of 10 Triumphs and their owners joined together for a leisurely drive from Haverfordwest, via St Davids for coffee in Oriol y Parc, to Goodwick for lunch at the Ocean Lab Café. 4 Stags from the West Wales SOC, 3 TRs, a Spitfire, a GT6 and a Herald all enjoyed a 'Triumph-ant' (sorry!) drive through Pembrokeshire, on a rather pleasant February day.



Watch this video in the interactive magazine

COTSWOLDS

Drive Your Triumph Day. The blue Stag belongs to Charlie Webster. The yellow Stag is Rupert Klaiber's.



SOMERSET

Did anyone get out and about for Drive Your Triumph Day this year? The last few years have been sunny and a few of us down here have been able to get their Stags out. This year was damp and very cold with lots of salt on the road from previous nights of road gritting so I only managed to take a garage shot and send to Rye Livingston and so did Mike West. The red stag is Garry Martin's.

IT NEVER RAINS, BUT IT POURS

HOW I FIXED MY STAG'S WINDSCREEN WIPERS



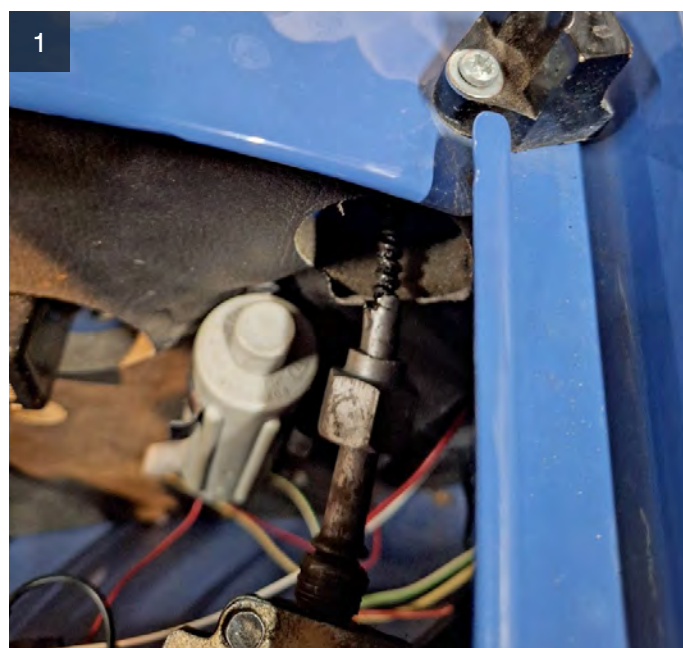
We were recently returning from the Best of British classic car event on the Isle of Man via Liverpool to our home in East Kent. The weather was mixed, Sunny when we departed Liverpool and then increasingly heavy showers the further south we travelled. It was a trouble-free run despite the rain, and as we left the M11 to join the M25 the rain changed from heavy to torrential.

The wipers were going at a fast speed and I had noticed for some time at the end of the arc as they changed direction there was a “click”. I put this down to the blade changing its angle as they returned. However, after ½ mile on the M25 and in lane 3 there was a “bang” and the wipers stopped at the end of the arc with both wipers in the vertical position.

Luckily that part of the M25 has a hard shoulder and we managed to weave through the traffic and reach its comparative safety. After getting out of the car and behind the barrier in accordance with the safety instructions I rang the RH Insurance breakdown number as we could not continue without wipers. They were very quick and efficient and they soon had a recovery vehicle on its way to us. Their service was excellent, the recovery driver rang us to let us know he was on route, and advised he was at the Dartford Crossing but would be with us as soon as the heavy traffic allowed. We also received welfare calls from the control room every 15 minutes. The recovery to home was carried out smoothly, as we crossed the Thames at

Dartford the rain stopped and the skies slowly cleared, we arrived home in glorious sunshine. Thanks to all concerned for the rescue. picture 1

The following morning was dedicated to solving the problem, it was not an electrical fault. Further investigation revealed that the guide tube that feeds the worm drive rack to the wheel boxes had snapped just as it entered the bulkhead and was jamming the rack (see photo 1, below).



The answer was a new guide tube, a quick phone call to Faversham Classics (local to me) promised a replacement tube and 30 mins later I was home complete with the tube and some advice as to how to change it.

The repair

1. Remove the nearside wiper arm and blade and prise off the cap from the offside wiper arm wheel spline.
2. Remove the top cover from the wiper motor, remove the clip holding the operating arm from the gear wheel and lift off the arm, (don't loose the 2 washers)
3. Lift the threaded connector, the broken piece of tube and the end of the rack from the motor and pull out the worm drive rack from the tube.
4. Remove the glove box lid by undoing the 2 hinge screws on the left side and the stay and slide it off of the right hinge.
5. Remove the glove box, remove the large plastic pipe that feeds the nearside demister vent.
6. The pipe will be visible and part of the wheel box, the pipe is in the wheel box and held in place by the flared end (photo 2)

To remove the pipe from the wheel box it is necessary to partially undo the nuts holding the 2 halves together. The right-hand nut ($\frac{3}{8}$ AF) can be reached with a socket but the left-hand nut is hidden behind the demister vent and can be reached with a flat ring spanner, held in place with the tip of a finger from the other hand. Do not remove the nuts, just slacken them enough to ease the pipe out (photo 3). The broken end of the pipe is shown in photo 4. Feed the new pipe through the bulkhead and locate it in the wheel box before tightening the nuts. In that well known phrase "reassemble in reverse order" use plenty of grease on the rack before re-inserting it.

Test the operation before refitting the wiper arms. I found that the wipers would not park when tested. Further investigation revealed that the small lever fitted to the end of the rack inside the motor that moves the plastic slider back and forth to operate the park switch had one of the two arms that attach it to the rack dislodged, (probably as the motor tried to move the jammed rack) this allowed the slider to lift as it passed over the park switch instead of pushing the pin down to operate the switch. Luckily the end of the rack was brass and I was able to re-secure it with a dab of solder (photo 5). Re-test, Refit the motor cover, position, and refit the wiper arms.

Finally, all working correctly, a fiddly job which hopefully I won't have to repeat.

Derek Hewett (26907)



IF THE WORST HAPPENS

OUR EUROPEAN BREAKDOWN RECOVERY EXPERIENCE



I have written this account of our experience of a breakdown in Europe in the hope that it will ensure that any other unfortunate drivers will be better prepared than me and, reassure those contemplating driving into Europe that insurance by a good insurance company can prevent a breakdown becoming a disaster.

History

I purchased the Stag in 2001 with about 55,000 miles on the clock with the intention of using it as a 'Grand Tourer' to explore Europe and Ireland. When we started our most recent tour the car had covered about 60,000

miles doing just that and had visited Ireland, Spain, Belgium, France, Germany, Austria, Switzerland, Poland and northern Italy. During almost all of that time, I was insured with RH (ERS).

Preparation

After I purchased the Stag, I fitted a new clutch, water pump, radiator with more rows, electronic ignition, timing chains, stainless steel exhaust system, spin-off oil filter and electric (Kenlowe) fan. Subsequently, after an experience of brake-fade on a Swiss alpine pass, I fitted larger diameter (XJ6) disc brakes, and external (Davies Craig) electric water pump. The engine was rebuilt by EJ Ward Motor Engineers of Bruntingthorpe after failure of timing chains (in UK) together with installation of their external, electric water pump system.

EJ Ward rebuilt the gearbox with modified clutch release bearing carrier and fitted a reconditioned overdrive which had ceased operating whilst travelling across Estremadura in Spain. Finally, I became concerned by the backlash in the differential which had covered over 100,000 miles and again asked Ward's to check this and fit a reconditioned unit.

So, no catastrophic failures in more than 55,000 miles of Continental touring and I was feeling confident for a planned trip to Andorra in 2024. However, just to be sure, my wife and I drove to visit my sister on the coast of Kent, which is a round trip in excess of 400 miles – no problems.



Bad luck happens

The tour began with the 200 mile trip to Portsmouth ferry port during which no problems were apparent and we spent a pleasant night of 28th August crossing to Ouistreham. However, the following morning it seemed that the exhaust was 'steaming' more than usual. Nevertheless, I expected this to disappear after the engine reached the normal operating temperature and we began the 200 miles drive south towards Orleans. At a service station I examined the exhaust gases and they did 'feel' wet and I began to suspect the head gasket.

As the journey progressed it became necessary to top-up the header tank more and more regularly and my suspicions deepened but we did arrive at the hotel in Orleans on 29th August. At this point I made a precautionary telephone call both to RH Insurance, to establish the procedures for a breakdown if the 'worst' happened, and to Mick Ward to discuss the symptoms and likely cause of the water loss. Mick did recommend some checks for other causes of water loss, which I conducted, and even suggestions for setting up the car to 'limp' back to Caen. Then we went into Orleans for a meal.

In the morning of 30th August, despite heavy rain, I checked the car and found that the oil level in the sump had risen almost to the top and the dip stick showed oil-water emulsion in the sump. Thus, I concluded that the head gasket had failed and the car would have to be abandoned. I don't think that any preparation could have predicted this problem – just bad luck. During the rebuild of the engine it was, indeed, established that the failure was caused by corrosion around a water-way in one of the heads.

The Recovery Process

My first call was to the European Breakdown number (01277 235999) provided by RH Insurance to ask for advice and recovery which I now understand went straight through to Call Assist of Colchester, a company specialising in breakdown and recovery of vehicles. However, not unreasonably, the insurance company asked for mechanical details of the breakdown and whether the car could be repaired in France without the expense of recovery. Fortunately, Call Assist accepted my account of discussions with Mick Ward and that recovery was the only option otherwise it would have been very difficult and time-consuming to obtain the opinion of a motor engineer in Orleans! Call Assist requested 'Proof of departure from UK' and identification. Fortunately, I had downloaded the electronic ferry ticket to my laptop and scanned my passport. I was advised that recovery to the UK would not be immediate but might take several weeks.

So, my first recommendation is to cultivate a good relationship with a competent motor engineer or Triumph



Stag specialist during ownership of the car and before touring the Continent.

My second recommendation is to ensure that you have a mobile phone (preferably two) with chargers and roaming and plenty of credit because there were lots of unexpected, long calls to RH, Call Assist, local and UK recovery services, EJ Ward, hotels, ferry company, car hire, bus companies etc.. For me a laptop is also essential to handle emails and attachments such as scans.

Third, retain scans of travel documents and passport on your laptop/'phone/memory stick.

In the event, following my call at breakfast, the low-loader of a local breakdown service arrived at lunchtime to transport the Stag to a secure location awaiting recovery. I was very impressed by this rapid response and I actually drove the Stag onto the recovery truck but I doubt that it would have driven much further. I understood that the Stag would be stored securely in Orleans while Call Assist requested and evaluated quotes from specialist companies for the recovery.

Before waving 'good-bye' to the car, knowing that it would not return to UK in a hurry, my wife and I decided to

continue our tour using a car hired in Orleans but to be returned to Caen/Ouistreham. For this to be practical, we packed essentials including laptop into two wheeled suitcases and put the remaining luggage into the boot which was locked.

Fourth recommendation is DO NOT lock any part of the car because Customs/Security Services may want to inspect the vehicle. The Authorities may force the locks incurring significant damage to bodywork, see later.

As we toured the Pyrenees, Andorra and Figueres in Spain, we received regular updates from Call Assist until we reached Arles in the south of France on 7th September. Here, I was asked for a copy of the V5C registration document and to sign a 'Customer authorisation' document to permit the selected recovery agent, Norman Marshall of Guildford, to handle the car through Customs, ferry etc. The 'Customer authorisation' document also records and confirms the desired delivery address which was EJ Ward as agreed with Mick Ward by telephone. I had kept the V5C in my case together with the insurance documents but had not scanned them. Fortunately, the staff of the Arles Plaza hotel were very helpful and printed and scanned documents for me. This could have been a difficulty although I assume that a good internet café would have provided this service for a price?

Fifth recommendation is to scan the registration document, insurance certificate and MoT before the tour. A USB memory stick is very useful here.

We returned the hire car to Caen on 13th September and took a taxi to Ouistreham for the ferry crossing as originally booked. The return journey to Nottingham was



made by National Express which, very conveniently, serves the Port Terminal at Portsmouth. The first action upon return was to send the boot key to Norman Marshall!

I received notifications that the Stag was collected from Orleans on 23rd September, received in Guildford on 25th September and delivered to EJ Ward on 2nd October.

Acknowledgements

My thanks to RH Insurance, Joshua, Robin, Shardée, Ellie and Debbie of the European Team of Call Assist, Amy at Norman Marshall and Mick Ward for preventing a breakdown becoming a disaster

Mike Smith



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HYO 507N GOLDEN ANNIVERSARY

45 YEARS OF OWNERSHIP FROM NEW



In my previous article in the club magazine '45 Years with HYO 507N and our Concours Journey' (issue 455, November 2020) I finished by saying I was looking forward to my personal celebration of 50 years of ownership since buying my Stag new in 1975. On the 18th February 2025 I celebrated those 50 years.

When I say celebrate I mean a cup of tea in the garage making a list of materials required for its annual service, although it would be nice to go for a spin but there is too much salt on the roads this time of the year, also the garage is nice and warm as one of the first jobs I did when moving into my present house in 1976 was to extend the central heating into the garage (must get your priorities right).

The materials list is not very long now as I do not do the milage, but will always include engine oil, filter and antifreeze as these are changed irrespective of low mileage covered. Looking at the Service Passport when the Stag was new and for the first five years when it was my daily driver it was serviced every 3000 miles with the engine oil and filter changed every 6000 miles. Now the list sometimes includes plugs and points, as the engine still has contact breaker points fitted and has no cooling enhancements (never had any cooling issues) as I have tried to keep the Stag as original as possible.

When I carried out the work in 1986 to enter concours competition the Stag was and still remains "bog standard" as when I took delivery in 1975, apart from some extra polishing (you must be joking) even the carpets are still

the original set as when I took delivery, as cover carpets were fitted over the originals from day one.

For the Stag's 50th anniversary I thought I would fit the hard top as it has not been on the car since 1986 when it was fitted for the Bromley Pageant of Motoring when the Stag was on the Kent Area club stand with two other Stag and winning first prize which I covered in my story in 2020.

As I do not get to as many club events as I would like (age related, me not the Stag) I try and attend special events and National Days when possible. In 2021 we had a damp run to Silverstone for the 50th anniversary of the Stag (1970-2020) delayed one year because of the coronavirus. The day stayed damp/wet including the parade laps with my son James as co-pilot. We also attended Brands Britannia 2023 and National Day 2024 at Brands Hatch organised by the Kent Area and what a great day that was.

I would like to take this opportunity from all of the Horne family to congratulate Steve Kiefer being made Honorary President of the Stag Owners Club, as it was 1983 when I became a member and attending the Kent Area meetings the Co-ordinator then was Steve, he was also Vice Chairman and Insurance Adviser, what amazing dedication to the club.

Bob Horne (2872)





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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

TRIUMPHS IN TOLEDO

MEETING OF THE TR REGISTER ESPAÑA



On October 5th 2024 a very special meeting of the TR Register España took place. On this occasion, we did not tackle kilometres of bends and mountain passes, but it was undoubtedly a spectacular outing in which, thanks to the welcome embrace from most of the members, we broke the attendance record for the Central Zone with 30 cars!

As planned, the expedition left from Boadilladel Monte to Toledo. The route ran along the provincial roads, arriving at the capital of Toledo, specifically at the gates of the Infantry Academy. There, the rest of the members who came from CiudadReal, Valencia and Toledo were waiting for us. Thank you all for your efforts!

We began our panoramic route following the route of the historic car race up (<https://www.youtube.com/watch?v=7A5o9RnAVAA>) to the Toledo Parador. From the Infantry Academy we passed through the historic Degollada Bridge, following the ring road that leads to the Ermitadel Valle, built in the 17th century, its name comes from the place where it is located, which is the Toledo Valley.

From its large balcony you can see one of the best views of Toledo, where the ceramics of the artisan Ruiz de Luna reads as follows:

"Although you see me small, I am very large as a hermitage, because the queen who lives in me has Toledo at her feet and grants to the one who asks, what he needs, if he does not forget her afterwards"

Following the ring road, we toured part of the recreational farms surrounded by crops, typical constructions of the city of Toledo, with views of the city, called "cigarrales", until we reached the Parador Nacional de Toledo, to make a stop where we enjoyed the privileged views that it offers us and take a "snack" to continue with our route in our Triumph's.

A special thanks to Paradores for reinforcing their staff and serving us exquisitely. Once we left the Parador we continued along the Toledo ring road, where we enjoyed the wonderful views offered by the chosen route.

We decided, once we had passed the San Martín Bridge on the right, to continue straight ahead towards the "Venta de la Olivilla", going up towards the "La Bastida"





area, a treed area, where the hermitage of the Virgin de La Bastida is located, and the Cave of the Blessed Mariana de Jesús. Following the natural route of the road we would arrive at Cerro de los Palos, to re-enter through one of the most beautiful views of Toledo and head towards the historic center.

We enter the bowels of the city outside the wall through the Paseo de Recoletos, reaching the Puerta del Cambrón. Once inside the walls, we leave the Monastery of San Juan de Los Reyes on our right and enter the Jewish quarter, along Calle Reyes Católicos & Paseo del Tránsito.

We will never forget the spectacular entrance into the city through its narrow streets with hundreds of tourists taking pictures of us and making us all feel special, although what was really impressive were our immaculate Triumphs.

The objective was to reach the Town Hall Square and to be able to position our cars at the entrance to the Cathedral. Still excited by the welcome, all the cars were displayed to be received by the Mayor of Toledo, several local newspapers & media. We are very grateful to the Mayor for finding time in his schedule to share these moments with us.

Already in the Town Hall Square, María Mejía was waiting for us, with whom we made a tour of the Jewish quarter of Toledo, discovering new things about the Imperial city.

Finishing the visit, we left the historic center to enjoy a fantastic meal at the Finca del Greco restaurant. After having lunch and a few words from our "President" Iñigo Perez, we still had more emotions to experience.

16 KM from Toledo, at the Algodor Flight Field, Antonio Aguilera was waiting for us. I didn't know what we were going to do, but knowing him, I knew he wouldn't let us down. Along with his good friend, José Luis, they showed us the facilities, several planes and...surprise, they took two of them up to perform a flight display! My thanks to them for sharing their hobby with us.





(L-R) David Palazuelos (accommodation organiser); Carlos Velazquez (Mayor of Toledo) Leo Fernandez (route organiser).

Some members suggested that we extend the day to continue exploring Toledo by spending the night. So, said and done, with the collaboration of David Palazuelos, we booked rooms and continued enjoying a "Toledo Night".

In the Plaza de San Vicente, another surprise awaited us on a day full of emotions. Felipe Vidales, European Doctor in History from the Complutense University, historian and tour guide, delighted us with two hours full of history, curiosities, myths and fables of the Inquisition in Toledo, perfectly transferable to the rest of Spain. It was a luxury to have had him with us, and the perfect finishing touch to a great day. You can find him at <https://tulaytula.com/guia-turistico-en-toledo>

Later, we had dinner in one of the typical cave restaurants in the old town.

Thanks to the 56 members who, with their cars, made it possible to make the city of Toledo look more beautiful, and thank you for making us feel so proud to be part of this club and to be TOLEDOANS!!!

A very special thanks to David Carillo and Pati Garcia for organising this wonderful event, also thanks to the rest of the club members for assisting and making this all happen, we look forward to the next one.



(L-R) David Carillo (outing organiser), Pati Garcia (outing organiser), Carlos Velazquez (Mayor of Toledo).



John Garcia
On Behalf of Club TR Register España



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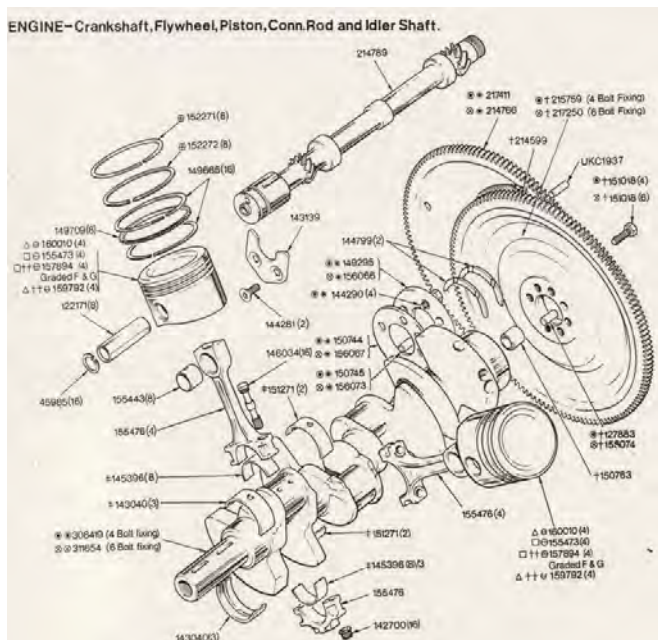
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KNOW YOUR STAG #32

THE ENGINE INTERNALS, PART 1

The next two articles concern the bits which transfer the power generated within the engine to the driveline and concerns the pistons, connecting rods and crankshaft. However, as the relevant page in the parts catalogue also cover the drive plates and the jackshaft I may as well just touch on those as well, but these will be covered, along with the timing chains, next month in Part 2 of the article.

There is nothing particularly clever about any of the engine components and they remained basically the same throughout the production life of the Stag. However, there were a couple of changes, one not very important in the great scheme of things and one which is fundamental to the difference between a Mk1 Stag and a Mk2 Stag. The subject therefore needs to be covered within the 'Know Your Stag' series.



Page 02-10 from the 1974 parts catalogue.

The purpose of my articles is to allow you to understand 'a factory produced Stag' but with the engine I think that it is probably a good idea to expand on some of the areas commonly considered when rebuilding as the only time that the make-up of the engine will be at all considered is when it is being rebuilt and when it is in pieces.

The Crankshaft

The crankshaft is a forged steel component with integral balance weights which is then machined and heat treated at the factory to make the bearing surfaces harder and longer lasting.

The Stag crank runs in five main bearings with two 'big ends' paired on each of four rod journals – the rod journal centres being offset by 32.25 mm from the centre line of the main bearings. (I will work in mm as these are normally used when talking of engine dimensions). The rod journals are arranged in two planes at 90 deg to each other.



A standard Stag crankshaft – from the sprockets on the left the parts of the crank are: main bearing, large balance weight, big end bearing, small balance weight, main bearing, small balance weight, big end bearing, plain web, main bearing – then a mirror of this on the right hand side.

The front end of the crank has two chain wheels (sprockets) which drive the timing chains for each cylinder head, a 2-position pulley block with two grooves for plain V-belts which drive the alternator and the air conditioning compressor (if fitted) and a second, one groove pulley is fitted for a plain V-belt to drive the power steering pump. The larger pulley is not a plain pulley but is actually a Holset inertia damper with two pulley ways on the outside.

A Holset damper is comprised of two sections – the inner and the outer – with a small gap between them. This is filled with a damping material, sometimes a rubber ring and sometimes a liquid (normally a silicon gel), which resists the pull of the inner section on the outer section and damps out any spikes in the rotational forces.



Another one of my rusty parts but this serves to show up the black rubber layer between the inner and outer steel rings which provides the damping medium.

Within an engine these spikes on the crankshaft are provided by the individual pulsing of the pistons/con rods as the individual cylinders fire. Looking at the Stag damper, it would appear as if there are two sections which are sandwiching a rubber layer which provides the 'smoothing' of the forces on the crank.

A Torquatrol coupling and cooling fan are bolted to the front end of the shaft. These will be dealt with in a future article on 'the front and back of the engine'.

The rear of the crank is bolted directly to a flywheel (in the case of a Stag with a manual gearbox) or a drive plate (in the case of a Stag with an automatic gearbox).

Crankshaft Heat Treatment

There are a number of different ways of heat treating steel, all of which try to either alter the surface composition of the steel or combine the surface molecules with a different elemental atom or atoms, which provides the harder surface. I am not sure how the factory hardened the Stag crank but it would appear that they didn't necessarily do it very well (or very deep, which is the important bit when considering an engine rebuild with regrinding being carried out). The rumour is that the steel used was EN16T, which is not a particularly high grade steel, and that it may just have been induction hardened (which is just a heating and quenching process which changes the composition of the outer steel skin rather than introducing harder elements into the surface layer).

On the positive side, James Taylor claims in his book *Original Triumph Stag* that 'the microfinish of the crank was improved and the machining process was altered' from LF29239 (approx February 1975) to prevent bearing failures and that this was common on other Triumph engines at the time. I wonder if they had installed a better heat treatment facility to provide a harder surface finish? Maybe they installed a nitriding plant for their crankshafts?

I am aware that many people recommend Tufftriding after a crank regrind but I do not believe that this was a process used at Triumph for Stag crankshafts although as I obviously do not know exactly what process was used, I could be wrong...

Nitriding and Tufftriding

Both these hardening processes introduce extra materials to the surface layer of the steel in order to increase hardness.

Nitriding is generally carried out at lower temperatures than induction hardening and exposes the heated crank to a nitrogen rich gas – normally ammonia (NH_3) – which transfers nitrogen to the surface of the steel where nitrides are formed with some of the constituent elements of the steel, typically with the chromium and molybdenum atoms, although in EN16 steels the nitrides are formed with the manganese and molybdenum atoms. These nitrides, being harder than the untreated steel surface, provide the hardness.

Tufftriding similarly exposes the surface of the steel to nitrogen, normally by dipping the crank into a bath of

sodium cyanide (NaCN), the nitrogen and carbon atoms combining with the surface elements of the steel to form the required tougher nitride layer. Tufftriding is carried out at a lower still temperature and is therefore easier (and therefore cheaper) to carry out.



A typical Tufftriding plant using multiple immersion baths.

Other hardening processes include carburising (heating in a carbon atmosphere so that more carbon atoms join the surface layer) and nitrocarburising (work that one out for yourself).

It is said that if you have your crank reground, you should then have it hardened and polished to restore the hardened layer. The need for a hardened layer may be considered against the bearing material being used in the bearings but I leave you to consult specialists when thinking about the subject as it now starts to get rather deep.

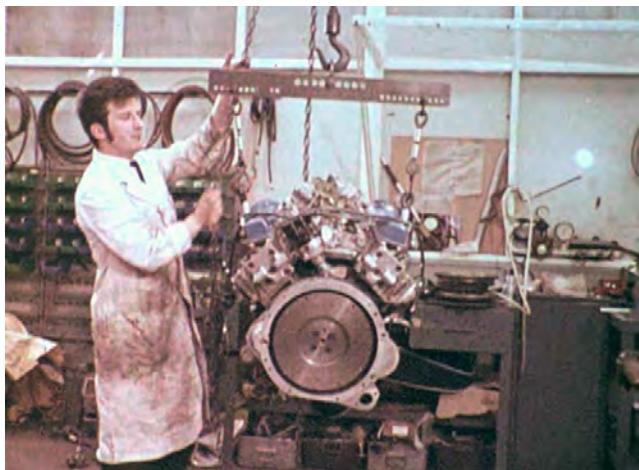
The Balance Weights

These are part of the original casting and are cast as basically 'correct'. However, all crankshafts are different and only the shiny parts are machined to a standard dimension. This leaves an amount of balancing to be done on specialist machines at the factory, the process being to find where the out of balance is and then drill the balance weights, thus removing material in a fashion calculated to balance the crank. The machines are normally designed to dynamically balance the crank i.e. to provide a balance at speed, rather than just being balanced sitting in a cradle on the workbench. It is thus rather complicated and cannot be achieved without the specialist machines.

Crankshaft Differences

Two different part numbers are quoted for the Stag crankshaft. The earlier one is 308419 and the later one 311654. The difference is easy to describe but the change point is not so easy.

The difference is that the early crank has four bolts holding the drive plate/flywheel whereas the later crank has six bolts holding the drive plate/flywheel. The fixing was uprated to be able to more easily handle the torque produced by the engine without tearing the bolt holes in what is a fairly thin drive plate, the fixings for the flywheel, which is a more heavily built part, following on in order that the production process for each was the same.



Welcome to the Triumph engineering Department. A technician moves one of the new V8s using an overhead hoist. You can count the crankshaft bolts holding the flywheel onto the crankshaft – I make it four. The blue cam covers are an Engineering Department feature.

The problem of 'when ?' is that the parts catalogue shows the crankshaft changing from 4-bolt to 6-bolt at engine no. LF 510 E (early November 1970) whereas the drive plate and the flywheel both change from 4-bolt to 6-bolt at engine number LF 274 E (July 1970).

The only way I can see that this works is that the change was found to be necessary in June/July 1970 and the drive plates/flywheels were drilled with the two extra holes after that point but the crankshafts were more difficult to change, so if production were not to be interrupted, the four bolt ones had to be continued to be used until the new crankshafts were delivered. Of course, the other way that it could work is that the parts catalogue is simply wrong but in this case, I would favour the first explanation.

The Connecting Rods

The connecting rods for Stag were all the same throughout production. The part number is 155476.

The fitted bolts which hold the big ends together are part number 146034 and the nuts on the end 142700. There, that's dealt with that.



Conrod part no. 155476 with fitted bolts and the piston pin and circlips which locate the conrod in the piston.

Bearing Materials

Both the main bearings and the big end bearings were originally of steel backed lead bronze with lead indium overlay.

This is not necessarily the material which replacement bearings are being made of so you should be careful when purchasing and do your research as to whether any replacement bearings are suitable. As I said earlier, the bearing material should be matched to the hardness of the crankshaft bearing surface. You may wish to read more about the subject using a simple 'google' search. Or maybe, someone who knows more about the subject than I do can write a detailed article on it ?

The Pistons

There were four different shapes of piston fitted to the Stag engine by the factory. The differences basically concern the top surface of the pistons where the shape was changed in order to provide a better 'burn' of the fuel and different compression ratios to suit the emission requirements of the Federal (North American) market.

The original Stag piston was a basically flat topped piston, part no. 155473, with a slight ridge around the edge. This was used on all Stag engines from LD1 to LD 3900, including those LE numbered engines for the USA. This piston, fitted under a Mk1 cylinder head, gave a compression ratio of 8.8:1.

To achieve the lower exhaust emissions required of the Federal market, the pistons for engines destined for that market during the 1972 model year (those numbered within the sequence LE10001 to LE 14000) were dished inwards from the top outer ridge which reduced the compression ratio to 8.0:1. This piston has the part no.157894.

For the 1972 model year (LF 10001 – LF 14000) the pistons part no. 155473 were retained for the UK and the rest of the world.

In the engines produced for the 1973 model year (that which was later called the 'Mk2' engine – LF 20001 onwards) the combustion chamber in the cylinder head was reworked and the piston was given an upward dome. The dome introduced a 'swirl' in the fuel delivery and also compensated for the slightly larger combustion cavity in the cylinder head, giving a new compression ratio of 9.25:1. The pistons and compression ratio were continued for the UK (and the rest of the world, excluding the USA) until the end of production. The part number of this piston is 160010.

For the Federal market during 1973 (engines LE20001 onwards), the domed top was less pronounced and sat within the original recessed top of the piston giving a compression ratio of 7.75:1. This piston has part no. 159792. This market was phased out after 1973 and no further pistons of this type were produced for the States, although they may have been used in cars sent to Australia after 1975 when Australia introduced new emission regulations. If anyone in Australia can confirm whether these were used over there then we will be able to add to our knowledge base.



The two pistons used in UK engines, flat top 155473 on the left, domed top 160010 on the right. The arrow stamped on the front face indicates that they should be installed with this at the front and the tops are stamped with 'F' for the grade and a 3 character date in the form D76, being April 1976.

Things to Note About Pistons

A few things to note. All pistons were fitted with three rings, two different compression rings and a 3-part oil control ring. These stayed the same throughout production although they were available in different oversizes to suit reconditioning i.e. reboring, of the block

All factory pistons were graded as either 'F' or 'G' and this should be stamped on the piston top. 'F' graded pistons are the smaller of the two (very slightly). These letters are also duplicated on the block faces as the cylinder bores were measured for actual size within the tolerances on them. Obviously, 'F' graded pistons were matched to 'F' graded bores and 'G' graded pistons to 'G' graded bores.



An 'F' graded piston with the date stamp top right. Note the indentation bottom left which is where a valve has hit the piston – somebody wasn't looking after their timing chains were they?

Space within the Stag block is somewhat at a premium but the factory recognised that there was room to bore the cylinders to +0.030in (30 thou to those who use such terms). Oversize pistons (and rings) were available to suit +.010in, +.020in and +.030in overbores. Each size piston and compression ring had its own part number. The original rings are no longer available and sourcing

replacements should be well researched before making your choice, however, on the positive side, both replacement pistons and rings are now available in sizes to +40 thou.

Ever since I have been around Stag I have always believed what has been said by those who know better than me. The word on the street has always been that although it is not a good idea to fit a mk2 domed piston with a mk1 cylinder head as they may just have a 'collision', to fit a mk1 flat top piston with a mk2 cylinder head will not cause any problems, however, it will reduce the compression ratio, and thus the power developed by the engine. I doubt that most owners would realise this power loss but is the word on the street correct? I will deal with this question in part 34 when I will be trying to tell you about the cylinder heads. If, in the meantime, anyone can confirm the difference, then I will not have to spend an afternoon trying to find out myself.

Although I am personally disappointed that the original domed pistons have not been available for a few years now and therefore it is common to fit the earlier flat top design when rebuilding all engines, the positive is that these do not cause any problems when they are fitted with either cylinder head.

Next month I will deal with some of the more obscure bits which you will find should you ever wish to dismantle your engine.

Peter Robinson

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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'...

Steering

This section consisted of the steering wheel, column & column covers, dash mounting bracket, rack and power steering pump and belt.

The steering was one of the last things to be removed from the car but suffered the same fate as the suspension, in that it was removed en masse by a trainee at the garage I used, without my consent! Not very impressed, but the damage was done. The pictures show what I was left with. So, I can describe the removal of all the parts up to the final removal of the steering which was really a dismantling exercise carried out on the garage floor! I will endeavour to describe how it should have been dismantled. Once back on the car, the steering allowed the car to be manoeuvred off the rotisserie, all be it without a properly supported steering wheel or column (which was interesting – it took 3 to manoeuvre, 2 pushing and one trying desperately to steer holding onto an unsupported steering wheel – definitely a YouTube moment!)

Power Steering Pump & Belt

(ROM 57.20.14) The power steering pump was the large lump connected to the top of the front offside of the engine block and had 2 hoses attached, one High Pressure (feed) and one Low Pressure (return), which connected to the steering rack. A belt ran around the front wheel of the pump and the crankshaft at the bottom of the engine. Its purpose was to provide hydraulic assistance to reduce driver effort in turning the steering.

A fluid reservoir sat atop, and formed part of, the main pump. The reservoir cap also incorporated a dipstick, from which the hydraulic fluid level could be read for either a cold or hot engine. More details were available from the ROM (57.00.01/02). The bracket that held the pump to the engine was also used as one of the engine lifting eyes, so the pump was left attached to the engine until after the engine was removed.

The twin hoses did have to be removed, though, (ROM 57.15.20) and the unit left to drain. This was achieved by disconnecting the hoses from the steering rack, removing the filler cap from the pump and leaving it to drain into a tray. The steering rack connections were plugged, to stop dirt from getting into the workings. The pump bracket bolts were removed/loosened and the pump moved



towards the centre of the engine to slacken the belt enough for it to be removed. The belt was renewed as a matter of course. The hoses were then disconnected from the pump, the pump connections plugged and the unit removed from the engine. Again, the hoses were renewed as a matter of course. The pump was upended and left to drain any remaining power steering fluid. The pump and brackets were then cleaned, prepped and painted in black POR15, before being refitted to the engine, ready for the engine to be reinstalled back into the car again.

Upon fitting the hoses back on, I discovered a leak on the High Pressure hose which did not seem to want to tighten fully to the pump.

After a number of attempts, and a few choice words, that extra fraction of movement was achieved and the leak stopped! After all parts were back on the car, the belt was adjusted (ROM 57.20.01) and the pump was bled by slowly turning the steering wheel to full left turn lock and back to the centre and then the same to the right and back again (ROM 57.15.02). This had to be done with the engine running and it was important to check the fluid level again afterwards.

Steering Column & Column Covers

(ROM 57.40.01) The steering column was comprised of 3 main parts – an upper/inner shaft, an outer cover and a lower shaft, which connected the upper shaft to the steering rack by means of a universal joint at each end. The outer cover was in two parts, an inner and an outer, and was designed to telescope down in the event of an accident. The upper shaft was also telescopic and designed to collapse, ensuring that the steering wheel did not impact the driver if such an event occurred.

The top of the upper shaft held the steering lock & ignition key and the hub that the steering wheel attached onto. The steering column was adjustable up and down by means of a clamp which wrapped around the outer cover and was able to slide up and down inside a second bracket attached to the underside of the dash. Forward and backwards movement was also allowed due to the telescopic nature of the column. A handle to the nearside locked the adjustment at the desired position.

Attached to the upper shaft were the indicator and wiper stalks and the master light control, dealt with under 'Electrical' later in this report. The upper shaft and stalks were then covered by a 2-piece plastic cover (or nacelle), with two screws passing through the upper shaft, holding the bottom onto the top. A third, shorter, screw held the bottom cover to the underside of the upper shaft. To remove the steering column, therefore, the two-part plastic cover had to be removed, along with the indicator and wiper stalks and the master light control.

Next to be removed would have been the lower cover (ROM 57.40.07) except mine was missing so a new one was purchased. This cover hid the wiring running along the column from the steering wheel electrics. (It is worthy of note that when the new lower cover arrived, there were no holes for the various bolts required to attach the cover so they all had to be measured, marked and slowly drilled using a suitably sized wood drill). This now exposed the adjustment clamp and, at this point, it was necessary to tie off the steering wheel so the adjustment clamp could be dismantled from the dash bracket, which would enable the steering column to drop down onto the floor.

A further bolt then needed to be removed in the driver's footwell, where the bottom of the outer shaft met the front bulkhead (ROM 57.40.01). This necessitated removing part of the carpet from that area to gain access and, as I was not a contortionist of Olympic standard, had to be carried out after the driver's seat had also been removed. The adjustment lever was then loosened so the end nut was no longer under pressure and could be undone and the lever and attached bolt removed. This then meant that the steering wheel was no longer being supported and the column could then drop down.

As the column was allowed to slowly drop, the adjustment clamp moved away from the dash bracket. It was important to grasp the clamp as it was formed of a collar hinged in the middle (at the bottom) and had a spring between the two top parts, where the adjustment



lever bolt had passed through. And yes, I forgot that the first time, so was very grateful at seeing where the spring pinged off to as I removed the collar! The next piece to be removed was the dash mounting bracket which was held to the bottom of the dash by three bolts. All that remained then was to disconnect the lower shaft, from both the upper shaft and the steering rack (ROM 57.40.15).

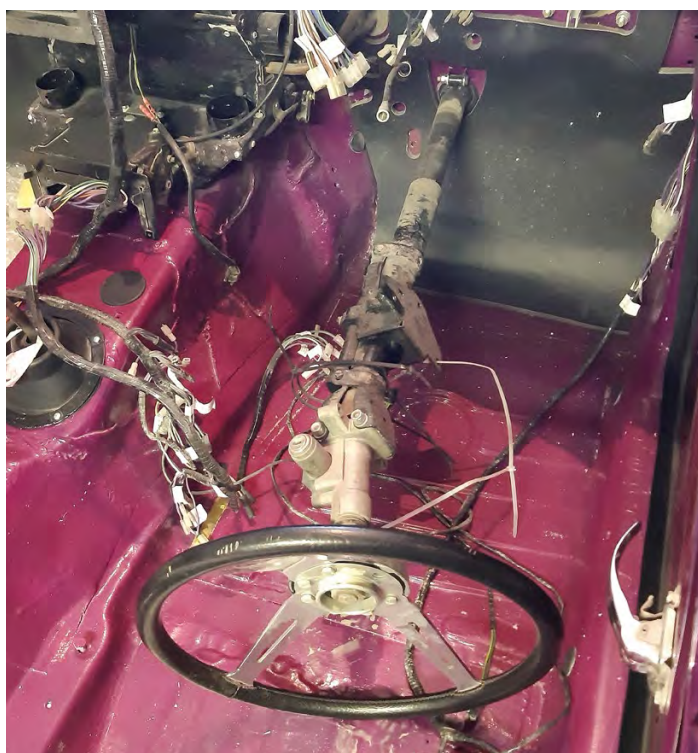
The steering column then needed to be dismantled, to inspect all the working parts. First, there was a short tray which attached onto the bottom of the column, by means of four bolts, and supported the wiring from the steering controls. My attention then focussed on the steering column itself. A countersunk screw sat just up from the bottom of the lower outer cover. When this was removed, the lower outer cover could be pulled up and this exposed a circlip at the base of the inner shaft. Once removed, this should have allowed me to then remove a bearing positioned at the base of the inner shaft. Unfortunately, the bearing fell out of its own accord, in about 3 pieces! The top of the outer shaft split into a 'Y' and had two bolts holding it onto the inner shaft. Once removed, the two outer shafts could then be slid off the inner shaft – at which point the second bearing at the top of the inner shaft proved to be in a similar condition!

The steering column was now in enough pieces for me to clean and examine all the components. The inner shaft was cleaned thoroughly, before being regreased and the telescopic section repeatedly moved back and forth to ensure the grease covered the entire inner workings. The outer cover was in two parts, so was cleaned, prepped and painted in black POR15 spray. So as to enable the outer cover to telescope easily, the top section of the inner part of the cover was not painted so as not to create a tight fit. The brackets and tray were also painted.

Refitting was a little tricky. I needed to use new bearings on the inner shaft and these fitted into the outer cover and had a small button on the outside which fitted into a hole in the top and bottom of the outer shaft. They needed to be carefully placed using a long thin screwdriver and, once installed correctly, the inner shaft was carefully and gently lowered into the top outer cover. The bottom outer cover was then also lowered carefully over the inner shaft, and new washers, bolts and circlip replaced on the column. Care had to be taken refitting the spring in the adjustment clamp, before the clamp was fitted back into the dash bracket.

I was glad that I had spent time greasing the inner column properly as the unsupported steering column was left lying on the floor of the car whilst in the paint shop for two years thanks to covid! General dust and dirt had got into the mechanism and locked it, so a minor strip down, clean and re-grease was necessary to free up the mechanism again.

Once everything was back on the car, the nacelle and plastic covers were washed, dried and cleaned using Simoniz Jet Black Trim Restorer. The lower shaft was cleaned, prepped and painted in POR15 before being re-installed with new bolts.



Steering Wheel

(ROM 57.60.01) Removing the steering wheel was quite straightforward. The boss (centre of the wheel with 'Stag' embossed in it) simply prised off with a slim flat blade. This exposed the steering column hub, to which the wheel attached. There was a small lug at the top of the hub with a corresponding hole in the steering wheel centre which helped to line up the wheel correctly. Six bolts then held the wheel to the hub. Once removed, the steering wheel was cleaned with leather restorer and the spokes washed, before being reinstalled with new bolts.



Steering Rack

(ROM 57.10.01) As stated earlier, this was removed for me as a lump by the garage. So the dismantling was a garage floor job. Firstly, the ball joints that connected the track rod ends to the tie rods, at either end of the rack, needed to be separated. This was achieved by means of a ball joint separator. My choice was a solid twin fork type, where the prongs were put between the ball joint and the tie rod (taking care to compress the dust cover, thereby avoiding damaging it). The end was then hit with a hammer, forcing the ball joint bolt out of the tie rod.

The dust cover on one of the track rod ends was split, so a new track rod end was purchased as I had no idea what damage had been done inside the dust cover over time. Both track rod ends were then removed after having taken photographs of how far they screwed onto the shafts of the steering rack. With the track rod ends removed, the gaiters that covered the rack joints could be removed. Both were showing their age, so new ones were bought. The joints and shafts were then inspected and cleaned where necessary.



The steering rack had never given me any issues, so the decision was made not to dismantle the rack itself. All that remained was to remove the two brackets which held the rack onto the crossmember. Each bracket was comprised of two parts, held on to the rack by two bolts and onto the crossmember by two bolts. The brackets and the rack were cleaned and painted in black POR15, before being rebuilt with new bolts, nuts and gaiters. I also replaced the tired 1/8" BSP grease plug (found on the opposite side from where the hydraulic pipes enter the rack). A new 1/8" BSP grease nipple was also purchased, attached in place of the plug to allow grease to be injected into the rack during servicing).

When the car was back up and running, it was taken to a local steering outlet and the steering thoroughly checked and set up correctly. Grease was also pumped into the steering rack, as part of the initial, post-restoration, service.

Ian Campbell



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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 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

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

STUCK STAG PHOTO CAPTION COMPETITION



A familiar situation, I think lots of us have been there. Maybe have a competition who can come up with the best caption?

I'll start:

- *Stuck in the mud*
- *Amazing what AI can do*
- *As we say to the wife, PUSH!*
- *Things you have to do when you get to the top...*

This picture was sent in by a member who understandably wishes to remain anonymous. Please send any humorous, or otherwise captions to the editor.

SOCTFL NEWS UPDATE

LOOKING BACK AT 2024 AND FORWARD TO 2025



I don't know about you, but at the start of new year I find myself reflecting on the achievements of the previous year and at the same time thinking about what the coming year might bring.

For SOCTFL 2024 was a very successful year. We had a very well attended Annual General Meeting in April where SOCTFL parts were on display and generated considerable interest. Especially the trial example of the plastic air intake grill.

You may wish to make note that the next AGM takes place on 17th May at the Motor Museum, Gaydon starting at 10:30. All SOC members are eligible to attend if they wish to do so.

Other notable achievements were the launch of two new products bearing the SOCTFL logo that clearly identifies that the product is high quality and made to original specifications. I am of course referring to the air intake grill and the flocked window channel. Both of which are available to SOC members at a discounted price.

Talking of discounted prices SOCTFL has managed to negotiated a discounted price for members for the chromed plastic door handle bowls which come as a kit consisting of a pair of bowls, gaskets, fixing bolts and fitting instructions. To date over 500 kits have been sold. They really do enhance the look of the car.

We were informed by the manufacturers of the door handles bowls that a fire on their premises prevented them from making a further batch when we tried to place an order. However, we do anticipate delivery of another 100 sets in the very near future.

The discount details for these products are:

- **Door Handle Bowls** 25% available from E J Ward
- **Flocked Window Channel** 20% available from Robsport International
- **Air Intake Grill** 25% available from Robsport International

These discounts represent a very real benefit to SOC members and it is hoped that this feature will be applied to future products as they become available in the future.

As you may know over the years SOCTFL has developed a library of parts that are available and bear the SOCTFL tick logo. They were stored by an SOC member at a facility he had at his home. However, he decided that it was time for him to move to a smaller house and therefore was unable to continue storing the library parts. This represented a significant problem. Fortunately, having heard about this difficulty, a member from the Warwickshire area came forward with an offer to store them at his secure premises free of charge. An offer that was too good to refuse and for which we are very grateful.



SOCTFL also had a presence at a number of event in conjunction with the club. Most notably the Triumph and MG Spares Day, The Classic Car Show and the Malvern Classic Festival.

So all in all 2024 proved to be an interesting and productive year and one that met the objective of helping to keep the Stags on the road. Well done to all involved.

So enough reminiscing, what about the future? Well there are some very interesting projects at various stages of progression which will no doubt become the subjects of articles later in the year. However having raised your curiosity here is an indication of what we are working on.

- Tooling for boot lid panels
- 'A' post corner repair panel
- Hard top locking plate
- Some preparation work for a plastic version of the horseshoe light surround was undertaken in 2024, but as Rimmers have decided to produce these in Masak this project has been shelved.

SOCTFL is also planning to attend the Triumph and MG Spares Day and The Classic Car Show.

In other news Paul Smith the SOCTFL Chairman has been co-opted not the SOC National Committee. An appointment that will no doubt be of benefit to both organisations.

So there we have it. A trip down memory lane and a look into the immediate future.

On a final note if anyone has a suggestion for future projects relating to hard to find or unavailable parts please contact SOCTFL for consideration. In a similar vein if you are interested in getting involved with the work of SOCTFL contact Paul Smith to let him know.

In the meantime happy new year to one and all.

Noel Sargent



Parts and Panels Funded By

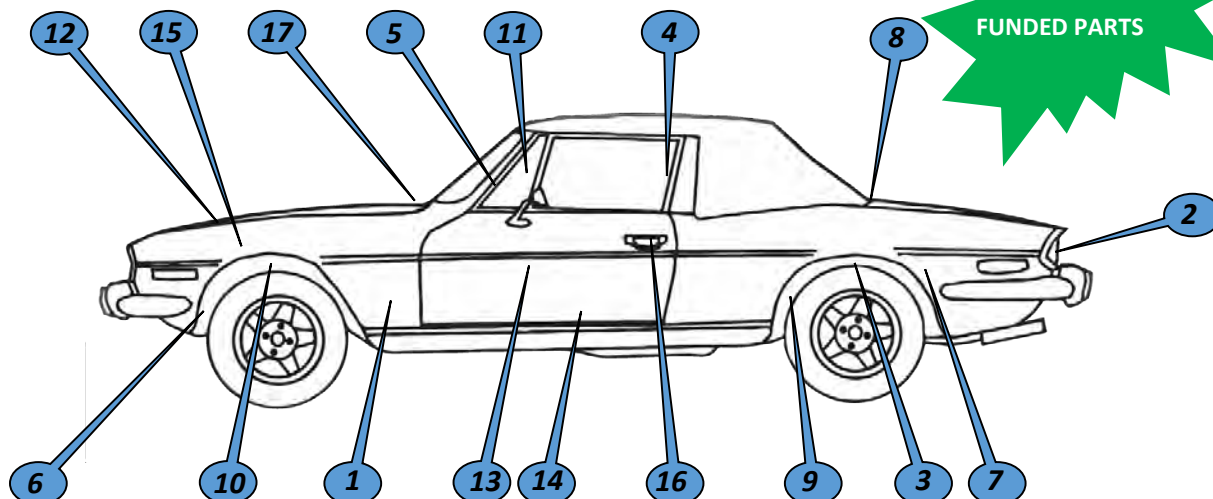



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9	907175/6	Rear Inner Wheel Arch L/H & R/H
10	907265/6	Front Inner Wheel Arch L/H & R/H
11	010428/9	Quarter Light Rubber L/H & R/H  OUT OF STOCK
12	910733	Under Bonnet Sound Deadening Pad
13	923360/1	Door Skin L/H & R/H
14	923360R/1R	Door Bottom Repair Panel L/H & R/h
15	GEG 3305	Cylinder Head Gaskets Standard Thickness
16	RS11901	Door Bowl Handle Replacement Kit L/H & R/H
17	908388	Air Intake Grill

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

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THE CLUB STAG ARCHIVE

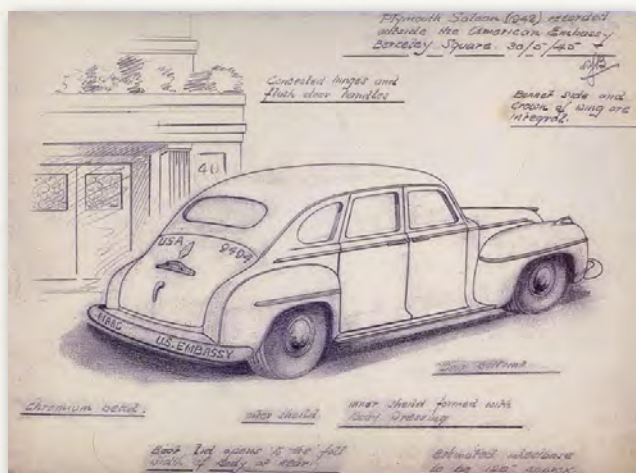
The Triumph Story, Part 13 – A Firm Foundation

Who spotted the deliberate mistake in last month's article? One of the photo captions was decidedly incorrect but if you did not say to yourself 'How can that be?' I am just going to stay silent and get on with this month's writing.

Having got production going again after the War with two of the pre-War Flying Standards and the new Triumph badged 1800 Town & Country Saloon and the 1800 Roadster, both based mostly on pre-war Standard technology, Sir John Black set his design teams to work on a completely new Standard saloon range – the Vanguard.

The Standard Vanguard

As soon as the two new Triumph models had cleared the Engineering Department, work was started on the new saloon. The folklore is that Sir John was much enamoured by American automobile styling and as soon as his chief designer Walter Belgrove (the ex-Triumph man) had finished with his parts of the Town & Country saloon, he was sent to London to sit outside the American Embassy and sketch the latest Plymouth design. In the best British tradition, he took himself, his sketchpad, a camera and his wife off to London to provide Sir John with what he wanted. He was then instructed to draw up a 'Plymouth design' on as short a wheelbase as possible.



One of Walter Belgrove's sketches of a Plymouth from outside the American Embassy in 1945.

Apparently, he did the best he could without actually copying the design but his sketches on wheelbases of 120", 112" and 107" were just not acceptable to Sir John and

finally a 94" wheelbase was settled on – which made the resulting car look 'stubby'. But it was obviously not all wrong as the Vanguard range, with two basic revisions, lasted as Standard's saloon offering until 1963 and sold nearly 300,000 units.

Ted Grinham

Before going into the details of the Vanguard, a little diversion as I just love the character assassination that you will find in the third paragraph of this section.

Edward George Grinham was originally employed by Hillman, which was where Sir John started his career as an automobile 'baron' and in 1931, when Standard suddenly had a space in the Engineering hierarchy following a fall out between Sir John and the then Chief Engineer, it was E.G. Grinham, by that time Chief Engineer at Humber Ltd., who 'got the call' as they say in the executive poaching business.



Edward Grinham (centre) with two of his department heads, Harry Webster (left) and Lewis Dawtrey (right) in the late forties.

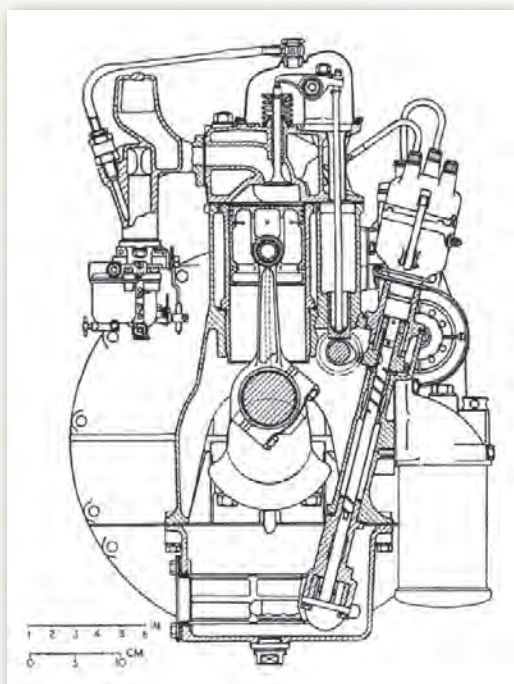
He occupied the position of Chief Engineer at Standard until the early War years, when he moved to De Havilland and then Humber. Returning to Standard in 1945 he took his place as Chief Engineer again and was therefore partly responsible for the Vanguard – although it is said that he had little time for the project as he had not devised it in the first place. He was not well liked as there seemed not to be any fun in his life (you definitely did not refer to him as 'Ted' for fear of excommunication) and was (apparently) described by one of his department heads as being 'an

arrogant, sadistic, unscrupulous, vain, power lusting, over-ambitious bastard'. I doubt if even Blackadder could come up with a description as utterly damning as that !

At this point, I would contrast E. G. Grinham with his successor as Chief Engineer. Grinham retired in 1956 and one Henry George Webster took over the position. I understand that nobody called him by his given name 'Henry', he was 'Harry' and rather than be feared by all and sundry, after he had retired he was the subject of an 'appreciation society' by the ex-Engineering staff who had served under him. No wonder the Engineering staff of the sixties came up with such wonderful machines to grace that decade and the next, and made things which seemed almost impossible actually happen.

Back to the Vanguard...

The new car was to have a completely new 4-cylinder, overhead valve engine and a new all-synchromesh, 3-speed gearbox. For enthusiasts of engine design, this was the first (and last) Standard/Triumph engine design which featured 'wet liners' i.e. the cylinders were not machined out of the solid engine block but the engine had separate, pressed in liners which sat partly in water jackets within the block and which were sealed by gaskets on the locating flange in the block. This arrangement in the new engine was almost certainly inspired by the Citroen engine used in the pre-War Traction Avant – a ground breaking model at the time.

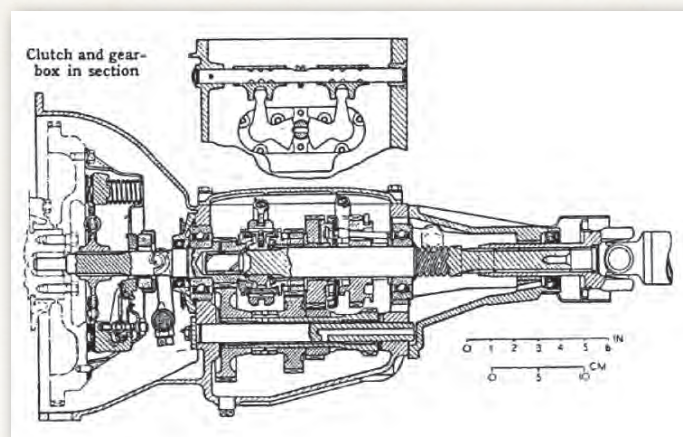


A sectional view of a 'wet liner' Vanguard engine. Can you see the water jacket round the top of the cylinders and the lower flange which seals the jacket ?

The initial idea was for a 1849cc design (80mm bore and 92mm stroke) but by the time the car came to production, this had been expanded to 2088cc (85mm bore by 92mm stroke). The engine was used in the next generation of Triumph saloons and in the TR range,

eventually being expanded to 2138cc for the TR4/TR4A and remaining in production until 1967.

The gearbox is also one with some longevity as the design principles can be traced forward to the gearbox used in Dolomite Sprint as late as 1980 and, on the way, being used in Stag, although with several revisional changes from the version which first saw the light of day in the 1948 Vanguard.



Sectional view of the new gearbox – it is different but can you see the likeness to the Stag box ?

The new model was to have a new tubular chassis, a new front suspension layout with coil springs (to replace the leaf springs of the previous Standards) and lever arm dampers. The rear suspension was still by leaf springs and there were anti roll bars on the front and on the back. There were cable operated drums all round and a complicated gear change arrangement on the steering column which was 'all the rage' in the late forties. At a pinch, six passengers could be accommodated, three in the back and, as there was no central gear change lever, three on the front bench seat.

I would not normally take such care over describing the design of a non-Triumph car but the Vanguard was not just a Standard, for the design principles, and components which were used were then used in many of the later Triumphs – as we shall see in future months. It is therefore an important model from a Triumph point of view.

Although Sir John wanted to move as fast as possible, there were considerable obstacles to moving as fast as he wanted, not least the question of where the bodies were to be made. The capacity of the previous body suppliers was already being taken up by other automobile manufacturers and Standard were rather stuck with Fisher & Ludlow, who were still building some of the bodies for the existing ranges. Although it is not absolutely clear it would appear as if the initial bodies were built at the new Fisher & Ludlow premises in Castle Bromwich – but only after the equipment used for making 100,000 wartime Spitfires had been cleared out and new body building lines installed – which took time. Although the first (prototype) cars were shown to the press in July 1947, the first line built Vanguard bodies did not arrive until early 1948 and production of completed cars did not take place until July 1948.



A 1949 Standard Vanguard – American styling was all the rage in the fifties and Standard got in there early.

The Vanguard Name

For some reason Sir John Black had a fascination with battleships – the water borne type – and the Vanguard was named after the last British built battleship, HMS Vanguard. Launched in 1944 but not commissioned until 1946, the ship was intended to take on the large German ships like the Tirpitz and the Bismark but arrived too late to fire a shell in anger.



HMS Vanguard, the first ship launched by Princess Elizabeth in 1944.

Committed for scrap in 1960, she was extinguished just a short while before the car named after her was itself axed. The name was then applied (in 1992) to the first of the nuclear powered Trident submarines

Quick Quiz: What other ships or boats supplied names to Standard-Triumph cars or vans ?

What else was happening in 1948 ?

From a Triumph point of view the new wet liner engine and new gearbox were being installed into both the 1800 Roadster and the 1800 Town & Country to become the 2000 Roadster and the 2000 Saloon. The Roadster update was announced at the Motor Show in October 1948. The Saloon was altered in February 1949 but at the end of the year the whole thing was transferred to a long wheelbase version of the Vanguard chassis with coil springs replacing the earlier leaf springs in the front suspension. This new incarnation was renamed 'Renown'.

So now you know where the Renown fits into Triumph's history – something which mystified me before I started writing this chapter three hours ago.



A 1954 Triumph Renown, the last reincarnation of the 'full size' razoredge saloons. Compare it with the Mayflower on the next page – the Mayflower has a whole window missing and a less imposing presence.

That was not the end of the Renown story though as it did not sell particularly well (razoredge styling was no longer 'in' by 1950) and in 1951 the wheelbase was again lengthened – from 108" to 111" – and a more luxuriously appointed 'Limousine' version was added to the range.

The Renown was eventually dropped in 1954 after 9,491 cars had been built. Approximately 6,000 1800 / 2000 Saloons had been built between 1946 and 1949.

1949 was, however, the end of the road for the Roadster as production ceased at the end of the year with total sales being reported as 4,501.



A loaded Triumph Roadster - the forerunner of Stag ? Two in the dickey seat doesn't look too crushed but even Stag can't take three across the front.

The Triumph Mayflower

In the years before the War Standard sold many more small cars (Flying Eights and Tens) than large cars (Flying Fourteens and Twenties). So, having sorted the new Standard large car (the Vanguard) and the two Triumph models, thought was turned towards a small Triumph.

Designed in 1947, developed in 1948 and for sale in 1949, the new car was styled in Sir John's favourite razoredge style on a wheelbase 2ft shorter than the, then current, Renown. The short wheelbase of just 84" was not an easy fit with the slab sided style but Les Moore at Mulliners did a very competent job of the main body after Walter Belgrove had provided a new front end. Only two doors were provided and Arthur Ballard came up with the novel idea of the front seat cushion sliding forward as the rear backrest was tilted forward to allow passengers into the rear. I see that, nearly seventy years later, the idea is still used in my wife's new style Mini.



Mayflowers being finished on the line at Canley in 1951. Note that they are travelling 'sideways' as many models at Canley did in order to increase production rates.

The 4-cylinder, side valve 1247cc engine was a direct descendant of the 1267cc unit from the pre-War Flying Ten. The chromium iron block was topped with an aluminium cylinder head with the valves operated from an internal camshaft, chain driven from the crankshaft. Developing 38bhp at 4000rpm the engine was only ever used in the Mayflower. The gearbox, which was the three speed unit from the Vanguard, was not a good choice as the engine just did not develop enough power to bridge the three ratios and, apparently, Harry Webster almost got sacked for daring to argue with Sir John Black over the use of a four speed unit.

New for Standard and/or Triumph was the unitary frame construction which featured a box section frame welded to the basic steel body – the forerunner of the monocoque design used extensively from the late fifties. With independent coil sprung front suspension and semi-elliptic leaf springs and a live axle at the rear, telescopic dampers all round and hydraulic brakes, the design was generally attributed to Harry Webster, Standard's Chief Chassis Engineer in 1948.

The car was released at the Earls Court Motor Show of 1949 to a mixed reception, mainly due to the 'not quite current thinking' that the razoredge style represented. However, it handled quite well and it grew on people who were brave enough to buy one. It sold reasonably well but was not a World beater and production stopped in 1953 after the first sanction of 34,000 cars had been built.



In the fifties you could visit the butcher's in your Mayflower.

But if you didn't like the styling, you could alter it...



... or put in a more powerful engine!

Standard did not only make cars in 1949

The immediate post-War period was almost chaotic in its complexity and not only were old and new Standard models, new Triumph saloons and a new Triumph Roadster being planned and built, but Sir John was trying to fill the large shadow factory on Banner Lane which Standard had taken on in 1945. The answer to that conundrum came via a chance tie up with Harry Ferguson and it made Standard a shed load of money in the fifties. Money that was used to keep the company safe while it came up with the next generation of cars – and more particularly, the next generation of sports cars.

Next month I will concentrate on TRACTORS – little grey ones – as they are important to the Triumph story.

Finally, have you picked out two more ship names since I asked the question ? These are not the only models named after marine based craft so I will leave you thinking.

Peter Robinson

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OUT & ABOUT

E A S T E R N

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SUFFOLK & N.ESSEX

The first N&N of 2025 was held a week later than normal so missing the deadline for the first issue. With a good number attending it was time for the annual elections, which saw Peter and myself unanimously returned for another year. We then talked about events for the year and a draft list was set out. This looks quite full especially in May and August and I'm sure we will have a few more to add before we publish it online.

February's N&N was well attended with a good number having a meal organised by Robin as usual, who unfortunately couldn't join us due to a hospital appointment. Get well soon Robin. We discussed the events list and our year's plan is just about sorted; by the time you read this it should be published to the area pages on the SOC web site. If you have an event or drive idea its not too late to get it added to the list. Let's hope for a good summer. I'm particularly looking forward to the Bressingham Eastern region event and of course the ESM which at least 6 of us are planning to attend. Then soon after this it will be National weekend at Shuttlesworth. What a lot we have to look forward to.

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

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

DIARY DATES

- ✔ 5th March N&N The George. Hintlesham IP8 3NH
- ✔ 2nd April N&N The George. Hintlesham IP8 3NH
- ✔ 27th April Drive it day
- ✔ 4th May Ipswich to Felixstowe
- ✔ 10th May Visit to The Vault
- ✔ 18th May Eastern region day Bressingham
- ✔ 30th May – 1st June ESM Nuremberg
- ✔ 12th - 13th July National day at Shuttlesworth

SUFFOLK AREA WEBPAGE

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

Tim Hart

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ESSEX

Last month was our Frostbite Run which was very well supported with 18 cars booked at the time of writing this, report to follow

March is always a quiet club night.

Next month being April we have our Quiz night with our host Marilyn providing the questions and the rules. Thank you Marilyn in advance.

On the 27th of April we also have our Drive it Day run. Plenty of time to get the Stags ready. Bob is kindly organising the day, details to follow. Thank you Bob.

May is a busy month as on the 17th May we have the Little Baddow Open Gardens event which is a good day out and raising charity for local needs. Details to follow.

On the 18th May we have the Eastern Regional Day which is where after many years, Eastern areas are going to meet up for a joint venture and this time around it will be at Bressingham Steam and Gardens. This is just west of Diss in Norfolk. A straight run up the A12 etc and should be a good day with the bonus of a heavily reduced entrance fee to make it even better.

Please look at the rest of the events to come.

With area members clearly being involved in events has proved to be a great success and it would be fantastic if anyone 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

- ✔ March 6th – Club night, Old Windmill
- ✔ 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

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com

CAMBRIDGESHIRE

Happy New Year, a bit late by the time you read this, but let's hope we all enjoy a good year. The Cambridgeshire year started with our AGM on Sunday the 19th at The Admiral Wells at Holme. A very well attended meeting at which there were a number of changes. . After my resignation as Coordinator, Chris Grove was nominated, proposed by myself, seconded by Ken Woods, agreed unanimously. There were two nominations as Deputies – Myself and Sue Cheffins – nominated by Chris Grove and seconded by Ken Woods, agreed unanimously. The AGM was then closed.

The Area has been doing well lately and Chris must take much of the credit for organising most of 2024's events. He has great ideas for the future and I am sure the Area will continue to thrive and wish him well. I plan to stand down as Deputy at next year's AGM.

Rod Kennedy - now Deputy Co-ordinator

Plans are coming together for a busy 2025 and we very much look forward to seeing even more of our members at future events. All events will be notified by email to members. I list below events organised to date:

Cambridgeshire Events 2025

- ♥ Sunday 23rd February Chippenham Park Gardens plus Lunch at La Hogue Farm Shop & Café
- ♥ Wednesday 19th March Quiz Night and N&N
- ♥ Sunday 27th April National Drive It Day (TBA)
- ♥ Sunday 18th May SOC Eastern Region Day at Bressingham Steam Museum & Gardens
- ♥ Saturday 31st May Cambridgeshire County Show, Abbots Ripton Estate
- ♥ Saturday 14th June National Horseracing Museum Classic Car Show, Newmarket
- ♥ Sunday 8th June Fenland Classic Vehicle Show, Ramsey
- ♥ Sat/Sun 12th/13th July SOC National Day at Shuttleworth Manor
- ♥ Sunday 17th August Treasure Hunt Drive (TBA)
- ♥ Sat/Sun 6th/7th September Haddenham Steam Rally & Heavy Horse Show (Provisional TBA)
- ♥ Wednesday October Quiz night and N&N (TBA)
- ♥ Classics on The Green at Barrington The monthly gatherings are held on the first Friday of the month, and run from April until October, with the first of 2025 due to be held on Friday April 4th. These officially open at 18:00, but any cars which qualify as Historic (over 40

years) can enter the Green before then. After which anybody who regards their car as Classic or interesting, is allowed in. Arrive early to avoid the scrum, as The Green soon fills with cars.. Postcode: CB22 7RZ. N.B. All meetings are subject to the condition of the Green – check the Facebook page – Barrington Classics for information.

Cambridgeshire Team

Chris Grove (Co-ordinator) Mob: 07950 022200

Email: chris.grove.stag@gmail.com

Rod Kennedy (Deputy)

Sue Cheffins (Deputy)

BEDFORDSHIRE & NORTHANTS

Natter and Noggin

I was not able to get to the natter and noggin in January and have not had any reports so hopefully all went OK. By the time you read this the February natter and noggin would of taken place and a new coordinator should have been elected if not, at least a deputy to assist me for the following year.

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

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. Also I have change the date of the Sunday run in March to the 23rd of March as I have found out the 30th March is Mothers day.

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, I will be looking for some volunteers through out the day to spare an hour to help with marshalling and administration.

What's App

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

Bedfordshire Web Page

<https://www.stag.org.uk/bedfordshire-landing-page/> Russell would love to have pictures of your cars and some information about the cars. Or any reports on trips to shows and events.

DIARY DATES

- ♥ March 20th Natter and Nogging RED LION Elstow Bedford MK42 9XP
- ♥ March 23rd Sunday run meet at the public car park Woburn op church at 10:00

- ✔ 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 Nogging 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 Nogging RED LION Elstow Bedford MK42 9XP
- ✔ May 18th Sunday Chiltern Hills Rally Weeden Park Aylesbury HP22 4NN
- ✔ May 18th Sunday Eastern Region Day and Harry Webster Celebration Bressingham Steam Museum IP22 2AA
- ✔ June 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

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

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HERTFORDSHIRE & N. LONDON

Nine local members shared an enjoyable monthly club night at our regular pub, The Golden Eagle in Ashley Green, which was a healthy number. We shared an enjoyable few hours of socialising. As well as a number of regular members, we were joined by new member to the H&NL ranks, Graham Jenkins. Welcome along, Graham! I think there was at least one Stag in the car park too.

H&NL held our AGM - Area General Meeting - at our February meet, as is the norm in the SOC. Pete and I had agreed to swap roles and were duly elected to our new

positions: Pete is the Area Coordinator and I (Paul) am once again the Deputy AC. Mary was re-elected as Events Coordinator, a role that she seems to have really taken to. The three of us now need to get our forms completed and returned to the National Committee.

We have begun discussing events for the coming months and already have a few to announce. Please see these under diary dates below. If you are a SOC member in the Hertfordshire and north London area, feel free to join our friendly monthly club nights. Get in contact and propose events you would like to attend and we will be happy to make them happen. Remember, it's your club! Pete, Mary and I shall get together soon and thrash out the events diary for 2025. Watch this space.

DIARY DATES

- ✔ Thursday 6th March - monthly club night, The Golden Eagle, Ashley Green, HP5 3PW. We meet from about 7pm onwards.
- ✔ Sunday 16th March - brunch at The Red Lion, Waterend, near Hemel Hempstead, HP1 3BD. We meet at about 10am.
- ✔ Thursday 3rd April - monthly club night, The Golden Eagle, Ashley Green, HP5 3PW. We meet from about 7pm onwards.
- ✔ Sunday 27th April - Drive It Day. We have begun exploring ideas for an outing, so get in contact, if you would like to join us.
- ✔ Thursday 1st May - monthly club night, The Golden Eagle, Ashley Green, HP5 3PW. We meet from about 7pm onwards.
- ✔ Other events to be announced.

Paul Harrison

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NORFOLK

February Noggin 'n' Natter

On a cold Winter's night 35 locals still turned out for an enjoyable evening. Since Jean & Peter were away cruising, we expected a quiet night (tongue-in-cheek!) but you will notice from the photo that plenty of people are milling around the room & chatting animatedly. Chris deliberately took this photo (rather than a posed one with everyone waving) since it represents most of our N&Ns. No-one noticed him strolling around snapping, since everyone was engaged in their own conversations. Since we call our N&N's 'meetings' I suspect some of you out there may not have come to see us since expecting a boring formal environment. Fear not, we're the opposite with only about 30 minutes of me publicly revisiting past enjoyment & planning future fun. Come along to find out for yourself & meet some new friends who share your interest in Stags.



Anyway, tonight we welcomed (as guests of Mags & Jeff), Gary & Pam McCarroll who used to be Northants. Co-ordinator & co-ran a National Day. Big changes though since they now live in Bungay, have an MGTF & were tonight promoting the Broadland MG Heritage Run. However, both were very impressed by the sociability our meeting & left seriously considering rejoining SOC. We hope you are both reading this Gary & Pam & we look forward to seeing you again.

Great to see Mick & Mandy Frostick again tonight, come back & see us soon. Also, Austen & Sarah made their first N&N visit last month & tonight we found Austen has since been helping Stag Restorers extraordinaire, Steve & Peter. Austen restored his TR years ago & prior to searching for his own Stag, is enjoying learning the quirks we are all used to with our cars.

It was wonderful to announce tonight that thanks to the generosity of everyone attending the Norfolk Party (including a couple of excellent donations from Ted & Barbara's sons Jason & Ian Ramsey) our Raffle & Auction raised £900 for MacMillan Cancer Support. They were delighted with the money & said it would provide 6 months of training for a support worker. We dedicated this donation to the memory of Val Herwin's daughter Linda, whom we decided would have also been most impressed by the 7 Stags in her recent funeral cortege.

PS. Did you notice that my (Kevin's) photo from our Imperial Hotel bedroom made the February magazine rear

cover? The cars are Carl & Jan Fuss's (white) & Matt & Sam Gravett's (blue), both from Surrey Area.

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

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

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

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

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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OUT & ABOUT

M I D L A N D S

NOTTS/DERBY

Firstly an apology for next getting a report in the last issue, I had a couple of email issues so didn't realise I hadn't had Carl's acknowledgement that I had sent it in.

December Meeting

As always, this meeting is our Christmas Fuddle when we welcome all area members and quite often their family members. This was a very enjoyable evening, but a bit quieter than past years and it did begin to look like a Christmas jumper competition, so maybe that's another idea for next year! Rachel had done a brilliant job of putting the hampers together for the raffle and ticket sales were brisk. We had a quiz which Rachel and Phil put together and it was won by Richard and Yvonne. The amount of money raised from the raffles over the last year will be in the next magazine.

A big thankyou goes to all those who contributed to the hampers and to those who brought food on the night, of which there was plenty, so quite a few of ended up with doggie bags to take home. (It made up for those who didn't win anything in the raffle!)

February Meeting

Our February meeting is our Area AGM, which is probably a bad idea as numbers can be down on dark winter nights, so no new volunteers and the statue quo remains. However we do still need someone who is prepared to look after the Notts Derby Area website, so please get in touch if you think you can help.

There were 21 of us on the night, plenty of catching up as we hadn't had a meeting since December. Ian let us know that Lesley is on the mend following her back operation, which is good news. Some of the events we

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attend need early booking to get a space, Rolleston Transport Festival fills up very quickly as do Papplewick Pumping Station events. The contact details are below.

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

New members

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

WhatsApp Group

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

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

Our next meeting is on Wednesday 5th March

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

- ✔ 21st – 23rd March Restoration Show NEC
- ✔ 27th April Drive It Day
- ✔ 2nd – 4th May Donington Historic Festival
- ✔ 4th – 5th May Papplewick Pumping Station Vintage Weekend. www.steamheritage.co.uk



- ✔ 5th May Thorsby Hall Classic Car Show
- ✔ 9th – 11th May Ludlow Spring Festival
- ✔ 18th May Wentworth Woodhouse Classic Show near Rotherham www.classicshows.org
- ✔ 26th May Rolleston Transport Festival EARLY BOOKING ESSENTIAL www.rollestontransportfestival.co.uk
- ✔ 8th June Nottingham Motor Show TBC (Area Day?)
- ✔ 15th June Crooked Spire Classic Run, Barlow, Chesterfield. Approx 100 miles. Entries now being taken www.crookedspireclassic.co.uk
- ✔ 28th – 29th June Wonderland Classic Car Festival

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

WARWICKSHIRE / LEICESTERSHIRE

Still not a huge amount to report yet, but we have just completed the Stoneleigh MG/TRIUMPH Spares days show. Overall, I would say that the attendance at the show was probably down a little, what with a really quite miserable day weather wise and the closure of the main A46 dual carriageway. On our stand however, we were very busy indeed on the day. See main report in the mag for further details. It's STILL currently brass-monkey weather outside but we are attempting to do the odd job here and there on the projects. 3 stags did venture out on the 'Drive Your Triumph day' on Monday 10th Feb. Ian and Fran, Paul and Elaine and me and Di went to the Finches pub at Hambleton, Rutland Water for a very pleasant meal. Miserable weather. It rained constantly and our Stags looked like they'd ploughed a field or two by the time we got home. Great day out, despite the weather.

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
- ✔ March 2025
Nothing definite YET, but keep an eye out for email if the weather improves.
- ✔ Sunday 27th April – FBHVC Drive it Day. Run around Cannock to remember and celebrate the lives of John and Elaine Craddock.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

SOUTH BIRMINGHAM

Noel's Notebook

Well, I am delighted to say that 2025 got off to a cracking start with our first N&N meeting held at the Fox Inn, Chaddesley Corbett. Although on the 7th January. A cold January evening more than made up for by the very warm welcome and excellent hospitality bestowed upon us. Plenty of room for us to be able to move around, mingle and chat with one another with the added bonus of hot pork and beef butties compliments of the landlord. There was a good turnout for this first meeting at the Fox on our preferred date (first Tuesday of the month), so there is no doubt that this will be our N&N venue for the future.

As is usual for the January N&N meeting the elections for Co-ordinator and Deputy CO-ordinator took place with the following results:

Co-ordinator James Scott Proposed by Russell Lewis
Seconded by Ray Lloyd

Unanimously elected

Deputy Co-ordinator Noel Sargent Proposed by Christine Gibb

Seconded by Pat Lewis

Unanimously elected

The other highlight of the month was a fun quiz night organised by Scotty and Leia that took place at the Catshill Working Mens Club on 24th January.

There is a very large room available at the club which was ideal for this event given that some 73 people, from South Birmingham and other local car clubs such as Worcester area, MG Owners club also took part.

A raffle formed part of the event in aid of cancer



research with prizes galore donated from generous people taking part and few local businesses that included bottles of wine, spirits and car care products and one of Christine's superb coffee and walnut cakes.

Halfway through the quiz we had a break for a fish and chips supper only possible by some outstanding organisation given the number people to cater for. 73 meals that were both hot and delicious served in minutes and on time. All concerned deserved a round of applause for their efforts. Very well done all!

Saving the best to last, this most enjoyable evening was not only great fun but raised £903 for Cancer Research. What a fabulous achievement.

Photos taken at the event are available on our website. From our homepage go to the Events Photos page and click on Event 2025.

DIARY DATES

- ♥ March 4th N&N Fox Inn Chaddesley Corbett DY10 4QN Noel Sargent.

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottygsxr@gmail.com



David and Mary

a great success, well done Scotty.

Our February breakfast N&N was again well attended with 28 members filling our area in The Oak. Rodger handed out our famous Worcester Stag Club Calendar which at £5 is great value.

This meeting was our annual award ceremony where we give our cups to deserving members, one for the best car, and one for contribution to club activities. This year David and Mary won the cup for the best all round car, a 1972 American specification and looks particularly good since they had it ceramic coated.

Christine and Tony won the other cup for their contribution to organising events, especially the inter club week-end at Malvern, Macmillan Coffee morning and our Murder Mystery weekend.

DIARY DATES

- ♥ 8 March - Breakfast N&N - The Oak
- ♥ 15 March - Skittles against the Cotswold Area
- ♥ 2 Apr - N&N The Oak
- ♥ Apr (TBA) - Midlands Air Ambulance Car display
- ♥ Mid Apr - Bluebell and daff drive
- ♥ 20 Apr - Worcester Area Drive-it-Day
- ♥ 27 Apr - 2 May - Spring break, The Old Hall, Caister-on-Sea
- ♥ 8 May - N&N The Oak
- ♥ 30 May - 1 June - ESM
- ♥ 2 - 10 June - Holiday to Northumberland and The Borders

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

Tel: 01386 48333 knightsyard@btinternet.com

SHROPSHIRE & SOUTH STAFFORDSHIRE

Steve Ellison

Mobile: 07710 642963 steven.ellison@icloud.com

SOUTH CHESHIRE / NORTH STAFFORD

SUNDAY 8TH JUNE Tatton Park Classic & Performance Car Spectacular,

If you wish to display your stag on our stand then please ring me for your pass before 1st 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

WORCESTERSHIRE

January is always a quiet month but Scotty had organised an interclub quiz night and fish and chip supper which was well attended with over 70 people present. We raised over £900 for cancer research,

OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

NORTHUMBRIA

We welcome new member John Brown to our group. John is looking for his 4th Stag and we hope to drop in on him later this year at his 17th century grade II listed manor to furnish him and his quiet Cumbrian village with our distinctive V8 fruity burble and to offer some colourful 70s British automotive inspiration.

We held our Area AGM on 8 February at The Ridley Arms in Stannington; all 13 present agreed this was a good location for future meetings. The current coordinators were duly approved; and all present not only enjoyed Andrea's scones with jam & cream – but were also most appreciative of her successful publication and launch of our first Area coffee table book! Almost everyone who saw it ordered a copy – hopefully there will be another opportunity for those attending our next N&N at Fishburn aerodrome to see it and place an order. Those present also agreed there was sufficient demand to trial our first informal technical N&N meeting which took place in February. It was also generally agreed that, given the modest cost, using the drone at selected bespoke events should continue.

See below for your diaries a full schedule of 2025 events. Continuing our 2024 theme we have arranged 7 (roughly monthly) bespoke drives to private historic properties with the TR Register. The general shape of these bespoke historic venue events is that we arrive as a group, park carefully for photos then receive a talk about the property (or sometimes a tour), enjoy light refreshments then leave after about 90 mins. There is no

requirement to stay all day. As I write the May event has unfortunately been cancelled and we are busy arranging an alternative – this will be notified to Area members before the next magazine.

If members have an urge to drive top down avoiding motorways through Belgium and Germany to visit Nuremburg, a Bavarian city rich in history, hosted by our continental colleagues there is no better way to obtain value from your European Recovery policy and there are still places on the overnight ferry with a group of North East Stags intent on having a good time.

The photo shows Alan Worrall who is fitting a reconditioned manual gearbox and differential with reduced 3.43 ratio to give his Stag longer legs. 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 D&C Area members
- ✔ 27 April – 'Drive it Day' visit 17th century country house near Alnwick for cream tea then short drive organised by TR Register
- ✔ 25 May – Drive to rarely visited Jacobean castle and chapel in Tyne Valley
- ✔ 29 May to 1 June – ESM in Nuremburg Germany – contact RT (re ferry) if interested
- ✔ 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 (possible overnight stay) to fabulous private estate with café near Keswick;



view owner's private classic car collection – joint event with North Lancashire Area and members from Cumbria.

- ✚ 12/13 July – SOC National weekend at Shuttleworth (near Biggleswade) – see magazine (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

CLEVELAND & CO DURHAM

Our area AGM took place on Friday January 31st where Brian Armstrong kindly volunteered, and was unanimously voted in as deputy co-ordinator for the area. I hope you will all support him in his role. He has already set up an area WhatsApp group, if you would like to join it, please send your name and mobile number in a message to Brian 07402 387171.

The following dates were suggested and discussed:

DIARY DATES

- ✚ APRIL 6th. Visit to Fishburn Airfield with Northumbria. Arrive 10am, staying for approximately 90 mins. If the weather is good and the ground is dry, we hope to be able to park on the grass in front of the vintage planes. On site is the Aviator Café. I thought we could meet at Darlington and take the back road up to Sedgfield and the airfield. Interested? Let me know. NB if the weather is unsuitable cancellation is likely.
- ✚ APRIL 27th Drive it Day. Possible drive through Teesdale/Weardale with stop for lunch at Blanchland. A decision will have been made at Feb meeting, hoping to join with some TR Register and TSSC members. All welcome.
- ✚ MAY 24th Ushaw House. To book your place, go to <https://ushaw.org/whatson/ushaw-classic-car-show-25/>
- ✚ MAY 25th Thornton le Dale. To book your place, go to <https://tdsacarshow.com/>
- ✚ MAY 30th to June 1st European Stag Meeting, Nuremberg, Germany.
- ✚ JUNE 1st NECPWA Show at West Hartlepool Rugby Club.

- ✚ JUNE 14th Stokesley Classics on Show.
- ✚ JUNE 19th THURSDAY, this from Paul Higgins (Cumbria TRR). If anyone interested, let me know and I will pass on numbers.
- ✚ As a member of the Triumph TR Register in Cumbria, I am arranging a run out on Thursday 19th June 2025, which ends with a meet up at Bridge House, Wray, Lancaster LA2 8QP at around 2pm, for their monthly classic and sports car event. I would like this to be an all-Triumph meet/gathering, so could you please pass this onto your local organisers for Cumbria, Lancashire and North Yorkshire (the TRR groups from these areas are planning to attend). More info on these monthly meets can be found on Facebook . <https://www.facebook.com/profile.php?id=100080463817425>
- ✚ JULY 12th - 13th National Weekend, Shuttleworth Collection.
- ✚ JULY 20th Newby Hall.
- ✚ JULY 27th Ripon Old Cars, Ripon Racecourse.
- ✚ AUGUST 17th 16th century country house in Co. Durham with Northumbria.
- ✚ AUGUST Bank holiday weekend Ingleby Cross Classic Car Show.

Other dates will be added as and when available.

We are also planning on having the odd drive out, all welcome.

Hope to see you out and about, please feel free to make additional suggestions

Mike and Brian

Mike Reeve

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WEST YORKSHIRE

Although the months may be passing and spring may be in the air as some may say these cold and damp mornings are not encouraging me to work on getting my car rebuilt, but as it may, I must as 'Tempus fugit' and it will be worth the work seeing the end product.

As another month passes with not a lot happening, We in the Yorkshire area have been making the most and having the occasional social event with Dawn Bowes arranging some Sunday Lunches 9th Feb we headed for Drax Social Club once again as they have plenty of room to accommodate and the food on offer is unbelievable with 7 different roasts to choose from and more veg than a farmer could shake a stick at, it won't be the last time we attend. So if you are local or not and would be interested in joining us sometime please get in touch so I can send an invite out to any events we have.

Our next event will be Saturday 15th when Tony and Hazel Flynn hold our annual tenpin bowling night followed by a Chinese meal. I think last year I got the wooden spoon for coming last in the gents league and Wendy Philips for the ladies the winner was Paul Billingham and for the ladies Kay Spurgeon



Everyone wrapped up warm

Thank you Melanie for the following report

Every January, a significant number of adults seek warmer weather in places such as the Canary Islands or the Caribbean. Stag owners in West Yorkshire are made of firmer stuff and in January spent three days in our wonderful Lake District. When the snow fell heavily during the first weekend of 2025, some of us began to wonder if we had made the right decision. However, in spite of the forecast, we set off to Lake Windermere through the Yorkshire Dales in bright sunshine.

Although there were no Stag owners prepared to risk the welfare of their car, 12 vehicles made the journey stopping off for lunch at Low Sizergh Barn cafe just off the A591. We were a little too early to witness the afternoon milking of the cows through the cafe windows but did find time to peruse the gift shop and the local produce department. After another short but scenic drive, we arrived at our hotel in Bowness-on-Windermere. The Hillthwaite, was a great place to stay, well positioned for our excursions and with a panoramic view of the lake and mountains. The staff took great care of us providing a private dining area for our meals, where we were also able to enjoy our own entertainment. After our first evening of food and quizzing (thanks to Tony and Hazel) we retired to bed with fingers crossed for a rain-free day to come.

We were indeed lucky. Even though the rain fell constantly during the night, the clouds lifted that morning and we set off for the Jetty museum to meet Tracey, our organiser. The museum, normally closed at this time of year for deep cleaning and collections care, was opened especially for us. In the museum, we were treated to a guided tour by Sid (from Wakefield) who explained some of Windermere's 200-year-old boating history. The displays bring to life the lake's boats, builders, sailors, skills and technology alongside a fascinating collection of gadgets and curiosities. There was no shortage of questions for Sid from our engineering-minded members! We were also given a rare glimpse of the conservation workshop in action. While half of our number experienced the tour, the other half embarked on our boat trip to Osprey.

Osprey is no ordinary vessel. Built in 1902 as a private steam launch, Osprey was the first boat to be conserved by the Windermere Jetty Museum Boat Conservation Team. Thanks to their hard work 60-70% of Osprey is still of the original materials. Our 'voyage' lasted over an hour and allowed us a very different view of the Lakeside, the mountains and the water wildlife. On our return up the

Lake to the jetty the wind was certainly sharp but the blankets provided kept us warm.

After lunch, we drove the short distance to Blackwell. Built in 1897, it is said to be one of England's most significant examples of 20th century architecture. It reflects the ideals of the Arts and Crafts movement and was awarded grade 1 listed status in 1998. The gardens of the house afforded us yet more beautiful views.

On our return, some chose to grab a short well earned rest while others enjoyed a little retail therapy followed by some light refreshment in a local pub. Later that evening, we congregated in the bar for our second night of food, drink and fun with another quiz (well done to the winners, Mel's team) and the 'Babyface Photo competition.' (Well done to Helen and Alan, the winners) Dinner eaten, members were introduced to a final activity, the Gift Game. Thankfully, friendships were not lost during the game, though there were a few surprised faces when gifts were 'stolen' more than once! All in good fun!

The final day graced us with yet more sunshine as we went our chosen ways home via picturesque roads, villages and for some, late lunch at the highest public house in England, Tan Hill Inn.

Judging by the lovely gifts and messages received by the organiser, a fantastic time was had by all. Planning for our Winter Warmer 2026 is already under way!

Melanie Leedham

Wayne Day

Email: westyorkshire@stag.org.uk

NORTH YORKSHIRE

Andy Maughan

Mobile: 07762 543920

Email: asmaughan@ntlworld.com

LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required

Please contact the Regional Co-ordinator

Graham Falshaw

meredies@talktalk.net

OUT & ABOUT

NORTH WEST

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

Our post-Christmas night out at The Whitehall Hotel on 25th January rounded off the 2024 season in grand style. The 28 members present enjoyed a very nice meal and, as usual, Lyn had prepared some interesting activity to keep us entertained after dinner, before we rounded off the evening with a late-night chat in the bar area. Unfortunately, Mark & Kym had to cancel at the last minute due to being unwell on their return from a trip to the USA and I was not able to fill their seats. All present seemed to agree that we had chosen a particularly good venue this year. We were well looked after by the hotel team and a comfortable nights sleep, followed by a hearty breakfast helped us recover from the night's excesses.

I also took the opportunity to announce that our Member of the Year Trophy for 2024 will be awarded to Alan Phillips, in acknowledgement of over 10 years as a valued member of our group and will serve as a lasting memory to our much-missed friend. I was pleased to hear that Marie is planning to keep Alan's car in the family and hopefully we will see them out with us in the future.

Next up was our Area AGM on Sunday 9th February.

Despite a significant number of apologies received, we still had a good turnout of members. Following my review of 2024, I reported on my visit to the National AGM in November and urged members to keep up with information from the National Committee via the magazine & website. As usual, there are vacancies for club officer positions and help is always sought to keep the club functioning for our benefit. In relation to a specific topic discussed, I advised members to carefully consider the valuation of their car for insurance purposes, in view of the trend for reported falling values in the current market. I also passed on the Long Service Certificate to our Regional Coordinator Jeff Booth, in recognition of over 25 years in his post.

The election of our area officers was the next item up for discussion and as there were no other names put forward, I can confirm that myself, Polly & Paul have been re-elected to continue in our posts for 2025.

The first draft of our events list for 2025 has been circulated and I will email it out for the benefit of those not in attendance. We have again tried to include a couple of different items, in addition to revisiting many of our favourites. Many of the dates involve you in making your bookings direct with the organisers, so please get your bookings in and keep me advised. There will be plenty of detail to follow up on at our next scheduled meeting in March

Regards to all, Nick

DIARY DATES

- ✔ March Sunday 9th Meeting Rixton Community Hall 4.00pm
- ✔ April Sunday 13th Meeting Rixton Community Hall 4.00pm
- ✔ April Sunday 27th Drive it Day
- ✔ May Monday 5th Gawsworth Classics show
- ✔ May Sunday 11th Cheshire MG Club Candles Run
- ✔ May Saturday 17th Weaver Wander
- ✔ May Monday 26th Gawsworth Young Timers Show
- ✔ May Fri/Sun 30th ESM in Nuremburg
- ✔ 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





- ✦ July Sunday 27th Audlem Festival
- ✦ August Sat/Sun 2/3rd Hebden Bridge Vintage Weekend
- ✦ August Sunday 10th Meeting Rixton Community Hall 4.00pm
- ✦ August Sunday 17th Tatton Park Classic Revival Show
- ✦ September Sunday 14th Meeting Rixton Community Hall 4.00pm
- ✦ September Sunday tbc Walled Towns Run
- ✦ October Sunday 12th Meeting Rixton Community Hall 4.00pm
- ✦ November Sunday 9th Meeting Rixton Community Hall 4.00pm
- ✦ November Sat/Sun 15/16th SOC National AGM Weekend

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

Tel: 01606 624054 manchester@stag.org.uk

NORTH LANCASHIRE

Sorry there was no report last month there was not much going on I was still in New Year mode (no January magazine) and time flew by so I was too late.

For anyone who planned winter projects it will soon be Spring and you will want your stag on the road for the Hot Sunny weather we will have this year (maybe), so although the weather is still cold get in the garage and get your car ready.

Anyway lets catch up. The last thing we did in 2024 was our Christmas lunch, a very popular event as usual I think everyone enjoyed the get together but a few little criticisms about the location, as a result we will be trying somewhere different this year, I have somewhere in mind but more later in the year.

This year we had a January meeting with 12 members attending including new members Andrey and Christine

and in the last few months we have had 4 more new faces attending,

Last night we had our Feb meeting it was nice to meet new member Ian and 10 other members

This year we hope to have an interesting year but we are still planning our events for the year and have had some feedback. We will be attending the shows that proved popular last year and hope to have some new shows to attend, the idea of weekend runs further afield with an overnight stop seemed to go down well and we will be having our popular Sunday runs. The dates and places have not yet been decided but we will be kicking off with Drive it Day on Sunday the 27th April.

Our normal location for our second Tuesdays has to change, the pub is closing down for a full refurbish after which time there will be a new landlord as well. So the plan is to move. We had planned on going back to our previous location "The New Hall Tavern" for our meeting in March but Last night at our February meeting we found it was closed so we have to plan somewhere else March is still at the Fielden Arms as the pub will not yet have closed. Fingers crossed we will have found somewhere nearby that can take us. Further info next month.

Last but not least...March meeting will be our AGM, it is the only formal meeting we have and the formal part of it only lasts a short while. We have to elect your co-ordinator and deputy. Anyone interested in taking on one of these roles let me know and we can decide on the night. By then I should have a draft events list as a starting point for us to consider.

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.

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

Tel: 01772601164 d_haughton@btopenworld.com

NORTH WALES

At the February multi-club meeting, a show of hands of the S.O.C. owners unanimously re-elected me as coordinator for another year. Some discussion took place on possible events for the year and it is likely that the list will grow, although it is apparent that there may be some date clashes..

The January lunch run-out was less well attended than usual, but it was January and some members were away. My Stag was the only classic among the half-dozen or so cars on what was a largely sunny day, although some of us did experience a sharp shower on the way to the coffee meet-up venue.

In respect of this year's shows, Judy Harrison has proposed a change to Sunday-only bookings for the two Tatton events.

DIARY DATES

The provisional list of events is as follows:

- ✔ 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 Lydiate
- ✔ 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

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

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 and there is a discount to be had if you book before the end of March.

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. There is a run-out on the last Thursday of each month, including a coffee stop and lunch. Contact me for details.

Nigel Cross

Mobile: 07766 696393 northwales@stag.org.uk



MORE THAN JUST A PARTS SUPPLIER

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

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

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

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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

EAST OF SCOTLAND

The Borders Vintage Automobile Club are again holding their Classic Festival of Motoring this year at Thirlestane Castle near Lauder. This event attracts well over 1000 classic cars, bikes and military vehicles plus the usual side shows and retail opportunities. The club will have a stand on Sunday 8th June - if anyone would like to bring their Stag then please let me know asap.

We've again been kindly invited by club member Stephen Leckie to visit his house next to Crieff Hydro on Saturday 26 April to look at his extensive collection of classic cars. Members of various other clubs will also be there, many in their own classics, so it's like a small car show and well worth a visit. It's a very informal affair - if anyone would like to attend, please let me know and I'll supply details.

Club nights continue to be held in the Hawes Inn at South Queensferry on the second Monday of the month, starting at around 8pm, at which all members are welcome.

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

WEST OF SCOTLAND

February already and arrangements are well underway and booked for this years show season. Cars will soon be coming out of hibernation ready to be driven and enjoying the open road again. Our first outing will be drive it day at the end of April, we are open to suggestions as to where everyone would like to go, Scotland is a beautiful place with lots of lochs, castles and mountains to enjoy and what can be better than to enjoy it in a Stag. We are also doing a run in May and are open to ideas .

Our monthly meetings are resumed at our usual watering hole of the Redhurst Hotel on the first Tuesday of each month. Its always nice to catch up with old and new members, everyone is always welcome.

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

GRAMPIAN

We are still getting frosty nights and slippery roads so the Stag won't be out for a while yet. The SVVF Yearbook has arrived so the list of events we are attending has been made. Many of the rallies are already fully booked. This is possibly due to more modern cars taking part. Hopefully the weather this year will be better than the last one. See you in a field somewhere.

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

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

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

NORTHERN IRELAND

Brian Linden

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OUT & ABOUT

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

COTSWOLDS

Following general acclaim we shall continue with the 'Last Saturday of the month' drive and lunch meeting format which we began last year. As ever, if in doubt over an event or location, do check with Rupert or Mark.

MARCH MEETING SATURDAY 29th

Anticipate meeting at the Greyhound Inn, Longlevens GL2 0XH for an 1100 departure. Details and destination to be advised by email.

A great start to our activities in 2025 with four Stags on the pre-lunch drive and a record attendance of 31 at our post Christmas meal at the New Dawn, Norton. With good food well presented we will happily return, although it has to be said that gathering pre-order menu choices for so many is interesting to say the least. However, arranging is probably a doddle compared to cooking and serving.

I was pleased to have Paul and Clare with us again, and delighted to catch up with former members Richard and Anita whom we hadn't seen for twenty years. Happily, we still have folk who were concurrent with Richard and Anita but we have lost contact with Charlie and Ange Share who made the memorable comment 'Where else would we meet such lovely people?' Quite.

We realised during our December meeting that with almost all our core members gathered in January we would have a golden opportunity to hold our AGM. Having informed all Cotswolds members and with no objections, Mark and Rupert duly stood down whereupon Reg took over the meeting. Kind words were spoken and much appreciated, and with no alternative proposals

forthcoming Mark and Rupert were duly re-elected as coordinators.

Thank you Mark, for your ongoing support and enthusiasm, and to all who contribute to making the Area thrive.

In keeping with Area tradition our Stag Portrait was presented, this year to Jon and Angie to acknowledge their enduring enthusiasm for both car and Club, often as our sole representatives at shows.

The occasion concluded with another excellent general knowledge quiz from Francis. Following much rivalry, ribaldry and laughter John, Helen Richard, Anita, Tony, Judy, John, Teresa, David and Carole were the highest scorers. Thanks to Francis for both quiz and prizes, and to others who donated.

SKITTLES SATURDAY 15th MARCH

Note that the venue is now the Snowhill Inn, WR12 7JU.

A lunchtime game and social with the Worcester Area, there may still be time to sign up if you have not already done so.

AGE DETERIORATION

Nothing lasts forever, and a larger than usual oil deposit below my Stag was traced to a very tired filter canister bottom seal. Long over looked but easily replaced, as is the flexible pipe between clutch master cylinder and reservoir which is also subjected to vibration and heat. The latter item being the reason for 'bonnets up' at our January meeting as floppiness of reservoirs was compared. Rupert Klaiber rupertk@hotmail.co.uk
Mark Jackson cotswolds@stag.org.uk

DIARY DATES

- ✔ Saturday 15th March Skittles, Snowhill Inn, Snowhill, nr Broadway WR12 7JU
- ✔ Sunday 27th April Drive It Day
- ✔ Sunday 11th May Classics at Prescott
- ✔ 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/>





SOLENT & NEW FOREST

Well it seems that Winter is still with us at the moment. Every day is either freezing cold or wet, or indeed, freezing cold AND wet! All in all, it means that roads are still being liberally covered in salt, therefore Stags are staying safely tucked up in garages across the Solent area.

That said, we did have our Annual after Christmas dinner in January. This took place at the Lysses House hotel in Fareham, organised once again by Sally and her helper, David. Twenty five of us sat down to a delicious three course meal on the Saturday night, and the evening was thoroughly enjoyed by all.

We've also managed to 'persuade' several members to organise runs for the season, so it looks like our calendar is filling nicely.

While David and Sally were in Great Yarmouth along with the Norfolk group, they had a quiet word with the hotel management and have arranged a very favourable rate for us to go as a group for a long weekend in October, as long as a minimum number committed to go. As soon as it was mentioned, the places started filling, so it looks like a goer!

Here's hoping the sun starts shining soon.

DIARY DATES

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

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

SOLENT & NEW FOREST AREA WEBPAGE

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

Ian Knight

Mob: 0790 4022781 ianknight.stag@gmail.com

WILTSHIRE

February is the month our AGM is held, we met as usual at the Milkchurn where the members, (eight in all) confirmed the reappointment of myself as coordinator and Dave Nicholls and John Garnet as deputies. We discussed the merits of moving our monthly meeting venue, we have been meeting at the Milkchurn for going on eight years. It was agreed that our April meeting will be held at The Crown Inn Bishops Canning, near Devizes. If this meeting was successful, then we will continue the year at this venue. We also confirmed our Natter & Noggin meeting time as 8pm.

We discussed our 2025 Diary, there are several events that are regular occurrences, but specifics that were agreed were, Our March Natter & Noggin will be held at the REME Museum at Lynham SN10 4XX on Sunday 2nd March @10:30am. A Sunday Lunch and run on Sunday 31st March organised by Robin & Mary. Our attendance at Classics on the Quay Christchurch will be on 8th June. Subject to the weather, and it is noted that an oil drip tray is required for this event. We will attend the Highnam House Family day on Saturday 5th July. Our Wiltshire Stags go to Wales will be from the 28-31st August. All details of these events are in our diary on the Wiltshire SOC web page. Please check our Wiltshire diary for specifics, meeting times and venues for the various events.

The rebuild of my Stag's engine has been held up by the flu, hopefully it will be back on the road for our Sunday lunch run at the end of March.

Having received his Stag back from the body builders last month, John Garnett has been progressing in adding the final touches, such as over riders, problem, the front rubbers won't mould to the shape of the overrider as well as you would expect, more recently his problems have been with the rear lights electrics and the most recent problem has been with the fuel pump. But he's confident, it will be out and about in March

John Goff's Stag has been suffering starting problems which he has narrowed down to the Stromberg carburettors. he asked if any of the members were running a Stagwebber carb and did they have any problems, Andrew stated that he runs his Stag with a Stagwebber carb with no issues, although there were questions around the room about pressurising the crankcase and collecting oil. It was the cost comparison of the purchase of a refurbished set of Strombergs against the purchase of a Stagwebber carb, there being very little difference had prompted John's question, following some further discussion John resolved to try a couple of replacement O rings before making the decision to change.

There was quite some interest in the SOC national day, what was on offer looked great value for money and the venue offered a lot to see.

Our next meeting will be on the first Sunday of March, the venue, The REME museum Cafe Lynham

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

Please check our online diary as to where and when our monthly meeting will be. Sunday lunch meetings are more popular during the winter months. You will need to log in using your Membership No and password

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

All SOC Stags, Owners, Partners and Children welcome!

WILTSHIRE AREA WEBPAGE

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

Glyn James

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THAMES VALLEY

David Yapp

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OXFORD

OXFORD AREA WEBSITE

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

Richard Green

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OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:

Steve Kiefer, Locksbottom, Kent

[schkiever@aol.com](mailto:schkiefer@aol.com)

Tel: 01689 854700 Mob 07979 962614

EAST SUSSEX

It's a busy time for our Stag club members as they get spruced up and polished and ready for the coming season; and then there's the cars to see to as well!

The diary is filling up fast with events and meetings and the first major outing of the year is 'Drive it Day!' This year it will be held on Sunday, 27th April, and we always hope for fine weather as it can be a splendid sight to see all the cars out on the road in full force! The day will start with the usual gathering at the 'Green Man' at Ringmer, and then a guided route will be provided taking in many of the beautiful country lanes our county has to offer. All to be rounded off with a Sunday roast at a favoured hostelry!

This outing is closely followed by Eastbourne's Magnificent Motors event on 4th May. As we go to press there is only one space left in our entry quota. Please let us know if you are interested and if the place is still available.

Other attractions for May and June are the Senlac Show in Rye, the Cuckoo Spring Fare at Laughton and the Broyle Country Show near Lewes. Also, some members have a four day trip to the Isle of Wight planned for June and reports on all these events will appear in future editions of the magazine.

Meanwhile, the excitement for some members is coming from more unexpected quarters! One of our members has been approached by a film production company – can they 'borrow' a Stag for some local filming? We'll watch this development with interest – it might be the red carpet next!

DIARY DATES

- ✔ Breakfast meeting: Saturday, 22nd March, 2025
 - ✔ Breakfast meeting: Saturday, 12th April, 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

A bit of a bumpy start to 2025, after our breakfast meeting in January we had to cancel our AGM in February due to being double booked for our meeting room on two occasions and numbers being too large for the room allocated. However, we have moved on to March 2 where we will have breakfast and our AGM at the same time, this will start at 10.00am. We do get changes to our dates from time to time and these are notified on our West Sussex Area web page on the SOC website. We also notify our regular members with a post on our WhatsApp link.

Our first event of the year will be Drive it Day on April 27. We will meet up at The Sussex Chalmer in Rudgewick RH12 3DH at 11.00am for the start of our drive, we can have a meet up before if anybody is unfamiliar with the location for a convoy drive to Rudgewick.

We will revert back to our Evening club night meetings for the Summer months from April 1 starting at 7.30pm at Tottington Manor.

DIARY DATES

- ✔ March 2 Breakfast Club Meeting at Tottington Manor
- ✔ April 1 Club Night at Tottington Manor from 7.30pm
- ✔ April 27 Drive it Day, Starting at The Sussex Chalmer at 11.00am
- ✔ May 4 Eastbourne Magnificent Motors. Pre-booked display.
- ✔ May 6 Club night at Tottington Manor from 7.30pm

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

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KENT

This is my first report as your new area coordinator and I must thank Howard for his work over the past three years and his assistance to me in getting up to speed with the membership spreadsheet and email system. He intends to continue his work on the area website for which I am very grateful.

We had a good turn out at our February meeting at the Dog and Bear, Lenham on the 10th.

The first task was to welcome 3 new members Wayne Hall, John Finnis and Mark Vidler to their first meeting, Secondly we need to thank Don Perrin for his offer to become a second deputy coordinator. He was duly elected, welcome Don to your new role.

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.

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 a number of members already booked, the majority staying at the Stratton House Hotel.

We have put together most of our summer programme and full details can be found on the Kent Area section of the website.

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.

Dining Evening was at the Woolpack Inn Chilham, as our normal venue was closed for their winter break, and a very enjoyable evening was had by the 12 members who attended. The next Dining Evening will be back at the Wagon and Horses on February 27th. Please contact Mike Allen on 07711431430 if you would like to attend.

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. In Kent we have over 230 members and a recent email test exercise resulted in only 80 replies, which either means 150 did not receive it or didn't reply. 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.

DIARY DATES

➤ The next club night will be on March 10th at the Dog and Bear Lenham ME17 2PG.

I look forward to seeing you.

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

SOUTH EAST LONDON

Always a tricky one, writing a magazine article in February; it is not surprisingly, a quiet month in Classic car circles! I believe there has been a breakfast meet or two, so things are ticking over in the background. I've also not been able to get to the last couple of monthly meets so I'm a bit out of touch.

Chris and Mike have compiled the list of events for the year. We are generally supporting less shows and going for quality over quantity, favouring the more informal weekend breakfast meets throughout the year. The list is available as a word document on our Whatsapp group. If you aren't on the group and want a copy, I'm sure someone will oblige!

Andy P and I did head off up to Stoneleigh for the MG & Triumph spares day on the 9th Feb. and bumped into a face from the past – Dave M. I didn't recognise him to start with, Andy has a much better memory for people than I do! Most importantly he has a Topaz Stag – the colour mine is most likely to end up after its restoration. Apparently, there is also an Opal Topaz as well as the Triumph Topaz which is a similar, but not quite the right shade of orange, so I will have to look out for that – Thank you Dave if you are reading this!



On a not so joyous note, Mike Huber has expressed his intention to stand down from his position as deputy coordinator. He is planning on staying in the role long enough to see us through our trip away at the end of June at which point he will step away from the role. On behalf of everyone in the area I want to offer our thanks for the time and effort you have put in over the years that you have held the role. It has certainly made a positive difference and I do know that you were a little hesitant to take it on in the first place!

This of course means that we are looking for a new deputy or deputies to support Chris moving forward. Chris is a busy chap and will need support for the area to thrive going forward. No experience required, salary is peanuts – if we remember to buy you a bag!

Best Wishes Dave H.

DIARY DATES

- 6th March – Monthly meet at the Bo-Peep (BR6 7QL)
- 3rd April - Monthly meet at the Bo-Peep
- 17th April – Even in Meal – Chinese - Choi Pin 182 Main Rd. Biggin Hill. (TN16 3BB)
- 27th April – Drive it Day – scenic drive & Pub Lunch.

Chris Skinner

Tel: 0796 1058188 chris1976stag@gmail.com

SURREY

We had our AGM at the Fairmile on the 20th January, it was nice to see so many members at the meeting with lots of good ideas for future events. Matt and myself have been voted in as your co-ordinators for another year which we are happy to do. At the meeting it was decided to do all our monthly meetings from 7pm rather than 8pm in the winter months and 7pm in the summer so its now 7pm throughout the year.

There is a lot going on this year with the European meet in May then the National weekend in July that's apart from the outings and meetings we have planned for the Surrey throughout the year.

DIARY DATES

- 17th March Meeting at the Fairmile from 7pm
- 23rd March Meeting at Liberham Lodge care home at 11am then lunch at The Thatchers Hotel East Horsley. If you would like to book a table (reception@thatchershottel.co.uk) please book your table for 1pm.
- 21st April as this falls on one of our meeting dates at the Fairmile we decided to have lunch instead of an evening meet
- 27th April Drive it day trip to the Hollycombe Steam Fair.
- 11th May Leatherhead Car Show.

We are also planning another long weekend away at Warners again this year with a trip to Holme Lacy, in Herefordshire 5th-8th September always a great weekend with lots of members. If you would like to join us in any of the planned events we will be pleased to see you.

There are many other things planned but we wont overload the magazine with to much information. We will keep you up to date with regular emails, if you have any questions please give me a ring.

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

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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

Who spotted the mixup of caption and Stag on last month's photo in the S&D Area report? Geoff thought he had forgotten he had had his Stag resprayed and Pete thought he had forgotten he had sold his Stag.

Our post Christmas dinner this year was on the 26th of January and as well as being our January N&N Sunday Lunch, it was our local area AGM. I think this was the largest turnout for any of our N&Ns/AGMs with 28 attendees, many thanks to everyone who was there. Ken and I both resigned our positions to provide other members the opportunity to take the helm, but as there were no volunteers, Ken and I were elected to continue as Deputy and Co-ordinator for another year.

I had previously sent out a list of ideas for events during the year so hopefully I will get some feedback soon on which events are of interest. I have added a few in the diary notes below. I need to assess the level of interest in some of these events, particularly ones we have to book in advance, so if interested in any, please let me know or contact me for further information.

At the N&N/AGM it was suggested we should have a WhatsApp group, as other areas in the club have set up groups. It was generally agreed and Rob Bowran volunteered to set up the group. If you would like to join our WhatsApp group, then please contact me with your mobile number and agreement that I can pass it on to Rob to include you in the group.

Pete Dennis volunteered to look into visiting Boscombe Down Aviation Collection at Old Sarum. A date TBD but please let me know if interested.

Mike Wotton also offered to lead us on a tour of Yeovilton Fleet Air Arm Museum again. Everyone enjoyed Mike's account of life in the FAA last time, so let me know if interested. We are planning to visit on Sunday March 16th which will also be our N&N and we will proceed to a local pub after the visit for a late lunch and our N&N. Good news for those who came last time as your ticket should give you free entry for a year and we are within a year of our last visit, did you keep your ticket? Let me know if you can join us, even if just for lunch at the pub after.

Did anyone get out and about for Drive Your Triumph

Day this year? The last few years have been sunny and a few of us down here have been able to get their Stags out. This year was damp and very cold with lots of salt on the road from previous nights of road gritting so I only managed to take a garage shot and send to Rye Livingston and so did Mike West. SEE ARTICLE

I hope the weather will be improving by April for our N&N which will revert back to an evening at the Lime Kiln Inn on Wednesday 9th April.

DIARY DATES

During the winter months (Nov to Mar) our monthly Wednesday evening N&Ns will move to a daytime meet, dates and time TBA. From April, we will return to our summer evening meetings 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.

- ✔ Sun Mar 16th - Visit to Yeovilton Fleet Air Arm, N&N and pub late lunch after.
- ✔ Wed Apr 9th – N&N at The Lime Kiln.
- ✔ Sun Apr 27th - Drive It Day.
- ✔ May/June TBA – Visit to Boscombe Down Aviation Museum, Old Sarum.
- ✔ Sun June 8th – Ilminster Experience Car Show
- ✔ Sun July 13th – National Day, The Shuttleworth Collection, Bedfordshire.
- ✔ Sun July 20th – Classics at the Castle, Sherborne.
- ✔ Aug ?? TBA – Kens Mystery Tour.
- ✔ Sun Sept 7th – The John Haynes Classic. Awaiting details.

Garry Martin

Tel: 01935 427625 jangarmartin@tiscali.co.uk

SOUTH WALES

Following our AGM in early January there was nothing major to report in terms of activities during the month. Wales was hit by snow, ice, flooding and high winds so virtually no real opportunity to get the cars out of hibernation

Things really started to move again at our Noggin and Natter at the Crow's nest on 4th February when we had a

fantastic turn out in anticipation of the talk to be given by fellow Stag owner and club member Brian Bibb.

Brian has been an airline pilot and flying instructor for 38 years and with so much information to impart he followed the route of answering our questions. During his talk he revealed that he started his career as a Royal Navy diver which he left to become a car dealer for a while. As a private pilot he flew a Pitts Special aerobatic plane. Bitten by the flying bug he trained to become a commercial airline pilot. This involved having to pass 14 exams at a cost in excess of £100k. The exams included having to learn morse code which he struggled with!

Some of the planes he flew in the early days were the Handley Page Herald and the Tomahawk. Working for Britannia Airlines in 1989 he flew Boeing 737 200s which were still flown by the pilot rather than computers. Brian later took flying exams in America which he said were easier than the British ones.

Working for a variety of airlines including BMI Baby and Dubai Airlines, Brian has flown many Boeing aircraft (777 and 787 for example) and Airbus variants. He explained how technically advanced Airbus aircraft are with their heavy use of computers they virtually fly themselves. Boeing aircraft rely to more on the pilots and to quite an extent on a printed manual!

It became clear how different countries and airlines have different operating procedures which pilots have to be completely au fait with. This is a mind-boggling undertaking!

There was a question about the worst airports to land at and Madera and Katmandu came out on top.

We ran out of time at 9.30 as the pub was about to shut but we could have carried on talking all night!

A brilliant talk - thanks Brian. Your skill and enthusiasm for your flying career are greatly admired.

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 4th March Noggin and Natter
- 📅 Tuesday 1st April Evening Drive
- 📅 Monday 21st April Coleford Show
- 📅 Sunday 27th April Chepstow Classic
- 📅 Sunday 27th April Drive it Day

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

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SOUTH WEST WALES

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

As mentioned in the last report regarding our AGM myself and Anthony Foster were re-elected as Coordinator and Deputy Coordinator for South West Wales I also welcomed our new members, five during the 2024 and all but one living within 5 minutes of each other. At the AGM we put together a list of events and shows that we would attend during 2025 the first being Drive Your Triumph Day on Monday 10th February 2025. I have organised a short run for the day going to Gelli Aur (Golden Grove) for a tea/coffee and possibly a little bit of lunch. Even that this is very early in the year I have five members who have said they would attend which is a good turn out fingers crossed that we have some dry weather for it.

Next up will be our February N&N this will be on 19th February and held in The Harvester Gowerton. At the AGM we put together a list of events and show we would attend the first being Crank Up which is held in The National Botanical Gardens of Wales on Sunday 9th March 2025 and organised by Towy Valley Vintage Club. I attended their Crank Down back in October last year and while the weather was not good there was a very good turn out of classic cars and of course the venue its self to entertain you with country walks and the glasshouse. Then on 19th March we will have our next N&N and hopefully the start of a good summer season. This year we will be going to The Vale of Glamorgan Classic Car Show 26th May held at Sully Sports Fields over looking the Bristol Channel. We hope to join with South Wales and West Wales for this and have a large display of Stags at the show. Before this we have Drive it Day 27th April and the Singleton Classic Car Show 5th May.

One of our favourite shows is the Pembrokeshire Classic Car Show held at Carew Airfield 7th June. This is quite a large show which last year had towards 350 cars. We have attended this for a number of years along with members from West Wales and while I have failed to attend for the last two years lets say third time lucky.

Clive Perman

DIARY DATES

- 📅 9th March 2025 Crank Up
- 📅 19th March 2025 N&N
- 📅 16th April 2025 N&N
- 📅 27th April 2025 Drive it Day

- 5th May 2025 Singleton Classic Car Show
- 7th June Pembrokeshire Classic Car Show

Clive Perman

Mobile: 07702 323491 clive.perman@ntlworld.com

CORNWALL

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

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

DIARY DATES

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

Mark Colton-Taylor

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DEVON

At the time of writing, 2025 has begun with the Devon Area AGM at the Waie Inn in Zeal Monachorum. Storm Herminia had an impact on numbers and certainly on the cars we used to get there, no sign of a Stag battling its way through gale force winds, driving rain and floods. This was the last meeting for Claire and Sue as Co-Ordinators and those present thanked them for all that they have done during the years that they have been in office.

Jean Kennedy and Peter Turgoose were elected as Co-



Ordinator and Deputy Co-Ordinator respectively for 2025. A programme of events for 2025 was discussed, which Jean and Peter have taken away to fine tune, watch your email and the Devon Area section of the SOC website. for details.

Before sitting down to a fine Sunday roast, Claire presented John Franklin with the award for member of the year, recognizing the help he has provided at each and every event in 2024, and the pictures he takes to remind us what we have been up to.

By now many of us will have got through that list of 'little Winter jobs' and be polishing our cars ready for a wonderful Summer of motoring both locally and further afield and, hopefully our programme of events will be getting into full swing with plenty of sun soaked top-down cruising (The programme of events is also available on the Devon Area section of the SOC website.).

Looking to the near future join us for:

DIARY DATES

- The grudge skittles match v TSSC at The Waie Inn, following the original date been cancelled due to storms, this will take place on Sunday March 23rd. SOC will be seeking revenge following last year's (2023) defeat.
- Our Noggin & Natter on Wednesday 9th April, hosted by Vernon Jones at The Hunting Lodge in Ivybridge.
- The TSSC run to Postbridge for Cream Tea on Drive It Day on Sunday April 27th, thank-you to Devon TSSC for their kind invitation to join them.

No matter where you go, near or far, please send us pictures of your Stag in its natural environment for us to put on the website and the Devon Area Facebook pages for us all to see.

Finally, as Jean and Peter settle into their new roles as our Area Co-ordinators, let them know what you would like to see in our programme of events. We are always on the lookout for new ideas.

DEVON AREA WEBPAGE

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

Jean Kennedy
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WEST WALES

On the last Saturday in January, we held our AGM for 2025 at a breakfast meeting in Café Vincent, in Vincent Davies department store, Haverfordwest. We are a small area numerically, but it was good to have 9 members attend, including Clive Perman, the coordinator for South West Wales, who travelled the 60 miles down from Swansea to join us. We all enjoy a delicious breakfast, while interspersing our dining with the business of the meeting.

I presented my report on the past year, which was a successful year for events and activities, although very much overshadowed by the sad passing of our deputy coordinator and Regional Coordinator, Paul Rowland, in the early part of last year. Following my report, nominations for the roles of Area Coordinator and Deputy Coordinator were taken, and I am pleased to report that I was duly reappointed as Coordinator for the third year. Also, it is good to report that Gerald Blain agreed to take on the role of Deputy Coordinator, and is now in the process of completing the necessary forms to be approved by the National Committee.

The rest of the meeting was spent discussing and planning our calendar of events for the year ahead, and I am pleased to say that we have quite a wide variety of interesting events, shows, drives and meetings planned. Further details will be available as these are arranged, and will be advertised in future magazines and through our Area emails and WhatsApp group.

The first of our events for this season took place yesterday (as I am writing this report a day late - sorry Carl), on international Drive Your Triumph Day (10th Feb.). I had been discussing with a friend of mine in our local Classic Car Club who is a TR owner and member of the TR Register, the possibility of going on a joint drive together at some point. Then as we started thinking about Drive Your Triumph Day, I made the suggestion that there may be other Triumph owners within the local Pembrokeshire club who would like to join us for an informal, unofficial drive in our Triumphs. As a result, we had interest from

quite a few, and yesterday a total of 10 Triumphs and their owners joined together for a leisurely drive from Haverfordwest, via St Davids for coffee in Oriel y Parc, to Goodwick for lunch at the Ocean Lab Café. We had 4 Stags from the West Wales SOC, together with 3 TRs, a Spitfire, a GT6 and a Herald, all of which enjoyed a 'Triumph-ant' (sorry!) drive through Pembrokeshire, on a rather pleasant February day. SEE THE ARTICLE FOR PICTURES AND VIDEO

Also, following on from this event, we are in initial discussions about the possibility of arranging further joint events (on an informal basis) between fellow Triumph owners in West Wales, and even the possibility of some sort of link between the West Wales SOC and TR Register for some joint events and activities. But more about that in the future.

For now, our next event for the West Wales area is our next N&N which is taking place this evening at The Bush Inn, Robeston Wathen, when I am sure we will be looking forward to some warmer, drier weather for the (proper) start to the season and getting our Stags out on the road again after the long wet winter.

On Sunday 9th March, we hope to be joining the Towy Valley Vintage Club for their Crank Up! event at the National Botanic Garden of Wales. More details to follow, or on their website/Facebook page.

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

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

DIARY DATES

- ✔ Sun. 9th March Towy Valley Crank Up National Botanic Gardens
- ✔ Tues. 11th March 7.30pm N&N venue tbc
- ✔ Tues. 8th April Evening drive and N&N tbc
- ✔ Sun. 27th April Drive It Day Jointly organised day run with the SWW area

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

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

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

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

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

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



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Norfolk Drive-it-Day 2024 - Blickling Hall