STAG OWNERS CLUB

ISSUE 498 OCTOBER 2024



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ISLE OF MAN / AGM NOTICE
WARMING UP YOUR STAG / SPITFIRE AMONG THE STAGS
THE REAR CUBBIES / OFF ROADING IN SCOTLAND

STAG OWNERS CLUB

HONORARY POSITIONS

President:

Past Presidents: Lesley Phillips, Ken Hudson

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

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Email: secretary@stag.org.uk

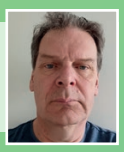
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The opinions in this magazine are those of the contributors and are not necessarily the official view of the Stag Owners Club nor of its officers. Members are reminded that when purchasing items advertised in the magazine the Stag Owners Club and its officers cannot be held in any way responsible for the quality or correctness of items included in the advertise-ment. 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 Valuation Service
The Club provides Stag valuations (for a nominal fee) for the sole purpose of insuring under one of the schemes supported by the Club. Valuation Application Forms are available from the insurance section in the members area on the Club Website **www.stag.org.uk**

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

As you can see, our AGM is fast approaching and as always, we do need members to step forward and volunteer, in particular at national level.

We do have now a co-ordinator liaison officer, Peter Jones, the deputy co-ordinator for Suffolk & N Essex. Peter will be taking up the role and introducing himself at the co-ordinators meeting after the AGM.

We do have an article this month on the unusual topic of how to get your Stag warmed up. Normally it's all about trying to keep the engine cool so this article is quite intriguing.

With the increased use of mobile phones as cameras and the increasing quality that they can produce the photographs I'm receiving for the magazine are consistently of a very high-quality, not only technically but artistically as well. So keep them coming. And remember video is now fully supported in our interactive version of our magazine on the website.

If you are doing video, it helps if you shoot in landscape format.

RH Insurance have for quite awhile offered the facility to self value your car up to the value of £30,000 and now have procedures in place for those whose cars are valued above this amount.

Therefore, the club will be no longer offering a valuation service.

We have now received a proposal for National Day next year. The proposal is that it be held at the Shuttleworth collection. You can find out more about this venue if you refer to page 15 in the March edition of the club magazine.

Carl Fuss

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Front Cover: Isle of man
Pic: David Taylor

Back Cover: Cenarth Falls
Pic: Nick Cale



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WELCOME NEW MEMBERS

Mr. R.Aitken	Canada	Mr. W.Dripps	Co. Londonderry	Mr. N.Pullen	Monmouthshire
Mr. K.Mcdonald	Cornwall	Mr. K.Gillard	Suffolk	Mr. T.Scott	West Sussex
Mr. D.Docherty	Northamptonshire	Mr. T.Croxford	Southampton	Mr. L.Moore	France
Mr. D.Randall	Hertfordshire	Mr. A.Smith	West Yorkshire	Mr. B.Monday	Calicot
Mr. M.Paskell	Essex	Mr. K.Young	Worcestershire	Mr. P.Hoath	Warwickshire
Mr. R.Davies	Cornwall	Mr. G.W.Mulhall	Belgium	Mr. D.Eastman	Kent
Mr. S.Pierce	Cheshire	Mr. B.Pilcher	Kent	Mr. L.Beresford	South Yorkshire
Mr. R.Atkinson	Norfolk	Mr. C.Taverner	Gloucestershire		
Mr. W.Hynes	London	Mr. R.Brandi	Devon		

THINKING OF VOLUNTEERING
BUT AFRAID OF THE COMMITMENT?



Are you afraid that once you put your hand up, you are going to be locked in forever with no means of escape?

Well, we are hoping to change that attitude with a three year term for posts, in particular on the national level. Possibly the first year to get the hang of it, the second year to do it, the third year to find somebody to take over from you. However, if you find that you really love it, then you can stay as long as you feel you want to. On the other hand, if you realise fairly quickly this is not for you, you can step down at any time.

There are lots of volunteering opportunities in the club from being a member of the National Committee to the various posts that all go towards the smooth running of the club and bring benefits to all the members as a whole. If that's not for you then think about your local area you don't have to become a co-ordinator but helping out occasionally organising trips and days out is extremely helpful and does take the strain off the area coordinators.

For more information contact secretary@stag.org.uk

SOC NATIONAL COMMITTEE MEETING
17TH SEPTEMBER 2024 – TEAMS MEETING AT HOME

- **AGM** The AGM at the British Motor Museum, Gaydon CV35 0BJ will commence at 10am followed by lunch at 2pm. There will be a Co-ordinator's meeting at 2:30pm where Peter Jones, Co-ordinator's Liaison Officer will introduce himself.
- **SOCTFL** discussions still under way around accounts and funding; initial details have been received.
- **Insurance Valuations** Valuations will no longer be provided as RH Insurance can accept self-valuations supported by photographs up to £30k and have procedures in place for ones over that amount.
- **National Day 2025** discussions are underway for National Day 2025 – watch this space. A proposal for the event to be held at the Shuttleworth Collection has been put forward.

Full minutes are available on the Club Website once approved at the next National Committee meeting.

Carl Fuss, Chairman

NOW IS THE TIME TO SEND IN YOUR NOMINATIONS

NOTICE OF ANNUAL GENERAL MEETING

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

Will be held on Sunday 24th November at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ at 10.00 am. **There is lunch provided** at 2.00 pm followed by the co-ordinators meeting

- Forms for election to the 2025 National Committee are available from the Secretary. Nominations must be returned at least 28 days before the meeting.
- Any member wishing to place an item on the Agenda must notify the Secretary IN WRITING at least 21 days before the meeting. The agenda item should have a proposer and seconder.
- Copies of the Agenda will be available from the Secretary on request.
- Copies of the draft minutes of the last AGM and copies of the last published Club accounts are available on request from the Secretary.

NOMINATIONS FOR AWARDS

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

The awards which the club presents at the AGM:

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

Nominations INCLUDING reasons for nominations to be with Tracey Cooke by 24th October – secretary@stag.org.uk

ELECTION OF CLUB OFFICERS

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

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

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

CO-ORDINATORS MEETING

SUNDAY 24TH NOVEMBER 2024

A meeting of all Co-ordinators (or area representatives) will be held on this day after the AGM.
The Co-ordinator's meeting is at 2:30pm where Peter Jones, Co-ordinator's Liaison Officer will introduce himself.

NATIONAL DAY PHOTO SPECIAL

Just in case you hadn't noticed, there was a lot of classic motor racing going on on the National Day! As ever, Roger Kennedy has provided us with an excellent set of pictures.














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SuperSIXTIES
SuperSIXTIES
767KNX


55


Talaman Group
AstroTurf



NATIONAL DAY – A THANK YOU



I would like to thank Howard, the Kent team and others for such a well-organised National weekend – right from booking the tickets through to the meet and greet we have been told what should happen, what to check and look for and when.

We arrived early Friday and decided to visit Ightham mote with Doreen & Alan and have lunch at the same time. We enjoyed the run on Saturday, which had a very comprehensive route plan. We didn't finish the whole route as stopped off to visit Penshurst place on the way around, which was definitely worth it.

Talking to members we have not met before was a highlight, and although not everything went to plan due to the parade lap round the track not happening at Bran's, we were happy. The catering vans missed out on a lot of business on that Sunday.

We stayed an extra night at the Holiday Inn watching the football with other members, which made for a great evening, although not the right result. We then moved on to Lenham to add a few days to our Kent Visit. We visited Faversham, Walmer Castle and Capel le Ferne, Tenterden and Sissinghurst. There is so much to see in Kent all within a short drive of the Maidstone area. We left Lenham on Thursday after the school traffic had died down; arriving at a garden centre in Marks Tey for coffee and cake in an hour and 25 minutes, which we thought was good time considering it was a very busy trip though the Dartford tunnel. In total we travelled 630 miles.

So once again thank you very much to all involved in this event and to the members whose company made this break special, it is very much appreciated.

We apologise for lack of national photos but we are having problems with our camera, but I'm sure there will be plenty elsewhere.

Martin & Monica Wells (26817)







Big thank you to Howard and his team for this great weekend.

Arrived too early to check in so we found a local Vineyard to visit.

We were the only group to complete the Tour Of Kent (TULIP) map which was a run of approx 85 miles. Through beautiful villages and countryside. Brands Hatch was fantastic to see the 170+ Stags that turned out.!!

We thoroughly enjoyed the racing and even had a go in the Simulators (see attached photo).

It was a great event to meet with old friends and make new ones. Fabulous social event! Thank you.

Martin Mills



WANTED ... WANTED ...

REGIONAL CO-ORDINATORS ARE NEEDED FOR THE SOUTH CENTRAL AND SOUTH WEST ENGLAND AND WALES REGIONS

Regional and Area Co-ordinators assist the Committee in the running of the Club by overseeing events in their locality and generally furthering the Club's aims and objectives. They provide the vital link between the membership and the National Committee.

The role of the Regional Co-ordinator is to:

1) Support the Area Co-ordinators in the achievement of their role expectations.
2) Act as a point of reference and assistance for Area Co-ordinators.
3) Arbitrate in disputes at an Area level.
4) Act as a liaison point between Area Co-ordinators within the Region and the National Committee via the Co-ordinators' Liaison Officer.
5) Keep the Area Co-ordinators within the Region informed on Club matters.

NATIONAL COMMITTEE MEMBERS

With the AGM coming up in November it is the time when the National Committee stands down and the membership votes in a new committee. Have you thought of becoming a national committee member?

The majority of our meetings are now held online so you can participate from home, no need to travel. We have only had two face-to-face meetings this year, they are held in Thame which is near Oxford.

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

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**



TRIUMPH FRIENDS HEBDEN BRIDGE



We met up with Graham & Sally Hart, Paul Burgess & Sandra McStein from our local SOC group along with Peter & Sue Tinsley with Albert the Standard and Dave & Barbara Roberts (TR6) with whom a number of us have holiday'd previously (Santander) to have a BBQ and a few drinks in the Yorkshire rain on the Friday night before the event.

When we arrived at the Hebden show on Saturday, who should we bump into but Graham Falshaw, Wayne Day, Dave Martin from the Yorkshire group. They are a great bunch of lads. After parking up in a very busy showground and with some catching up to do, we then also walked around the field to see all the stalls which generally had something for everyone (including cakes for Graham!). Later, we headed off into the town centre where the Steam Punk/Vintage weekend was in full flow. The costumes were something fascinating to behold and the 400 Roses and t'Thorns Dance group were very entertaining and indeed the whole atmosphere was very lively. The pasties and cakes weren't bad either.

After an enjoyable day with the car clubs at the show, the gang gathered again for a pub meal. John and I decided to walk to the Hare & Hounds as it was only 1.1 miles. Oh lord, isn't Hebden Bridge hilly. We saw some discarded skiing poles readily available next to a bin, which we very nearly borrowed just to get us there. We got to the pub and immediately needed a drink. After lively conversation and the pub bursting a pipe upstairs and flooded the kitchen and no water for the rest of the evening we walked back down the hill, whereby it was much easier (for me anyway).

On Sunday the gang gathered again to another busy field of cars. The Yorkshire SOC lot were going elsewhere for the Sunday but we said we will see them soon at Piece Hall, Halifax later in the season. Keeping the numbers up, more Stags from the North Lancs SOC arrived for the Sunday show. I decided to dabble in a bit of Steam Punk myself and it was another day of some serious costumes and more dancing by another dance group. All in all a great weekend held by the Rotary Club of Hebden Bridge which was organised very well.

Sal & John Chadderton







700 MILES TO THE ISLE OF MAN

We have owned our current Stag since 2008 and during that time it has transported us to many parts of the UK: Jersey (2008), Silverstone (2021), Isle of White (2021), Kent (2022), the Lake District (2023) and frequent trips to Cornwall, Dorset, Wiltshire and more. Since buying it to replace a previous Stag I had owned since 1989, the mileage has increased from 72,000 to 129,000 miles.

In June this year we decided to try the Isle of Man; some 60 years after my Mother treated me to a day trip therel. The 250-mile trip from Exeter to Liverpool was despatched without issue or traffic jams, with stops at Gloucester and Knutsford services and a couple of hours visiting Dunham Massey before arriving at our hotel. The Stag had a few days rest whilst we used the excellent bus services to explore Liverpool. If all public transport was run as efficiently as Liverpool's Arriva buses, I might be tempted to use them more often!

After 3 nights in Liverpool it was time to fill up with petrol before boarding the ferry. Less than 8 gallons of E10 was required to fill up giving a fuel economy of 35mpg. Very acceptable considering that most of the trip was on M5 and M6 cruising at 70mph – honestly officer! The trip across to Douglas was on the Manannan, a hi-speed catamaran travelling at 30-knots. We were accompanied on the ferry by what seemed like hundreds of motor scooters (there was a huge scooter rally on the island over the weekend) and a rather smart McLaren L600 as well as the usual mix of SUVs, motor homes, etc.

We spent 5 nights on the island, during which we used the Stag extensively to explore. Something we are not used to elsewhere is the fact that on the IoM the road sign comprising a round white disc with a diagonal black line indicates NO speed limit! Although this might tempt some, the majority of drivers drive sensibly. I did get the Stag up to 70mph on the mountain road up towards The Bungalow, but that was enough for me. During the IoM TT the racers are travelling that road at over three times that speed!

Near the North End of the island at a place called Jurby is the Isle of Man Motor Museum. This is well worth a visit with lots of incredible, and unique, exhibits. We were spotted on CCTV as we entered the car park and invited to park on the posh paving right outside the main entrance. Good job my Stag doesn't like to mark its territory by means of oil leaks.

We drove 200 miles during our stay, as well as many more miles on the steam railway from Douglas down to Port Erin and back, and the electric tram from Laxey to Snaefell.

Returning to Liverpool we headed to Heswall on the Wirrall where we were staying overnight with cousins. Topping up with fuel showed that our consumption on the island was only 22mpg, a reflection on the type of road and terrain there, as well as the temptation to indulge in some more 'spirited' driving.

Total mileage – 703 at an overall mpg of 32 on E10 with no additives. With plenty of room in the boot for two suitcases, a holdall, coats, etc. the Stag again proved to be a comfortable and practical tourer. Where next?

David Taylor







WEST OF SCOTLAND GO OFF ROAD

West of Scotland area enjoyed a lovely run at the start of September.

Meeting up at Cairn Lodge Services (Happendon to the locals) we took the scenic run up to Wanlockhead, the highest village in Scotland where the TV show *Hope Springs* was filmed. You can also test your skills and learn how to pan for gold. People have found enough gold here over time to turn into wedding rings. After a coffee we headed down the valley and even managed a bit of hill climb off-roading (the daft things you do to try and get a photo ha ha! thanks, Tam).

Our next stop was the lovely Drumlanrig Castle. We drove down The Queens Drive which is a really impressive approach to the castle and gardens before embarking on a lovely lunch. We would like to thank the castle staff who were really good to us and opened the gates which allowed us to park the cars right in front of the castles stone staircase entrance. (email has been sent to them thanking them for being so kind) We managed to get a few nice photos before heading back down the impressive drive on to our next stop.

We then stopped in at the village of Glenbuck which is where the legendary manager of Liverpool Football Club Bill Shankly was born. A great day was had by those who came along despite it being a bit damp and windy at times.

Willie Clark













WILTSHIRE STAGS GO TO WALES



This month saw our 8th 'Wiltshire Stags go to Wales' excursion, staying at the Brecon Castle Hotel for a couple of nights.

Nick & Lois, Robin & Mary, John & Julie, Carol and myself set off on the Wednesday. We called at Cwmcarn Forest drive on our outward drive, we enjoyed lunch in the visitor centre, then set out on the 7 mile drive (£10 per car), this was on a one way circuit that climbed to the top of two summits, passing 7 car parks, where you could stop, admire the great view and listen and see the wildlife, the views wre from car park no7, where you could view back down the valley to the Bristol Chanel.

On the Thursday, although the weather wasn't very promising we drove across to Llanwrtyd Well, then following the mountain rad B343 across to Tregaron, a little steep, and some serious hairpin bends, but again the views were glorious (but I'm biased).we then dropped down into Lampeter, where we found some lunch, and wandered the streets, before setting off back to Brecon, although, John and Julie took the opportunity to pop across to the west coast, Aberaeron and New Quay. We dined in the Wellington Arms that evening, a great improvement on the previous evening, it was interesting that at around 10pm we strolled through the town back to the hotel and there was not a sound to be heard, a very sleepy town.

Everyone did their own thing on Friday, some drove straight home, Robin & Mary headed to Powys castle, Carol & I visited the Royal Welsh Regiment Museum, where all eleven of the Victoria Crosses, earned during the Zulu war were on display, if you have the opportunity, it's really worth a visit. Carol and I extended our Welsh visit, we drove down to the South Wales Coast, near Cardiff airport, Visited family and attended the Fonmon Classic car fun day on the Saturday.

Glyn James









PHOTO FINISH

The quality of photographs submitted to us is so high but we only have one front and rear cover per magazine. Here are a few deserving pictures.





Photos by Graham Wicks



Norfolk Area BBQ
at Terry & Colleen's



'Stags at the Chateau' by Scotty

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STAG MODIFICATIONS

DAVIES CRAIG ELECTRIC WATER PUMP

Members may recall that I published an article in the Stag Mag a number of years ago, listing many of the additions I fitted to my Stag to improve the pleasure of ownership. One of the items was a Davies Craig electric water pump, fitted following an engine rebuild. Is that an improvement on a good original pump working correctly?

No, I don't think so, but it's lower location by the bottom hose certainly is. On the whole I have been very happy with the installation. The only down side is a very slow warm up period before normal running temperature is reached. This results from the pump being controlled by a temperature sender in the top hose, rather than the original engine thermostat. Unfortunately, a side effect of this programming is that the Stag's heater is less efficient.

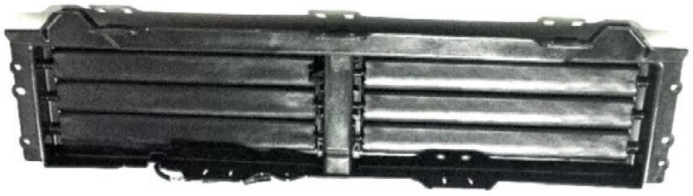
The design function of the Davies Craig EWP controller is that on initial engine start up, the pump pulses on for ten seconds then is at rest for thirty seconds. As the water temperature rises the pump then pulses ten seconds on and ten seconds off. When normal running temperature is reached the electric water pump then runs continuously. On switching off the engine, the pump and fan continue to run, thus cooling down the engine evenly.

Having studied the experience of other members posted on the Forum, this seems to be a common complaint with the system.

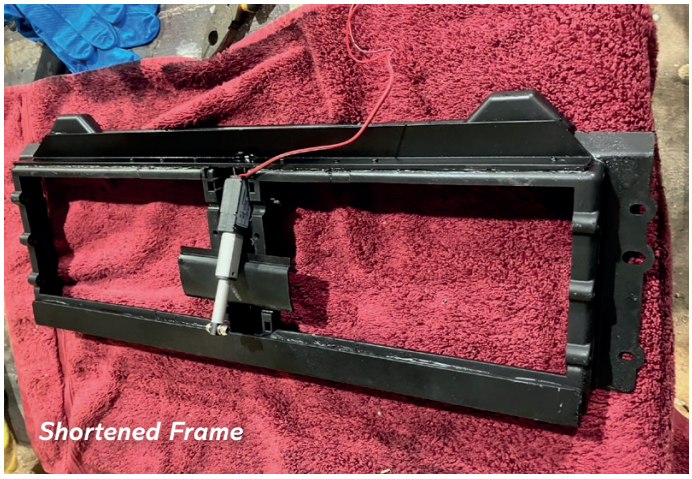
I did seriously consider disconnecting the controller and running the pump continuously via a Ballast Resistor. The resultant reduced voltage, running the pump slower but continuously. However, I did not want the loose the heat sink provided by the pump and fan running on after the engine is switched off, which the controller currently provides. My thinking was, I just needed to speed-up the actual warm up process!

My alternative solution came as a result of a visit to a friend's body shop. They were then in the process of repairing the front of a Range Rover Evoque. I noticed it had a set of shutters in front of the radiator. I was informed that many late model cars have this feature to enhance engine efficiency! I stated that this could be just what I required for the Stag. When the laughter subsided, I was told that even if I found one that I could get into a Stag, it would never work as they operate by signals from the engine management ECU at 5 volts.

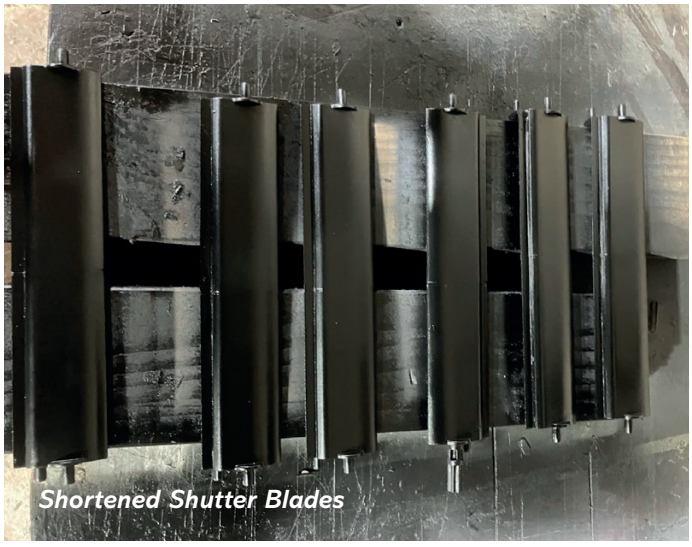
After some research, I did find that the lower Active Radiator Shutter fitted to the Range Rover Velar, was shallow enough to insert behind the Stag's grill. I managed to obtained one located in Lithuania! However, it was 220mm too long, so I cut it into five sections thus removing 110mm from each side.



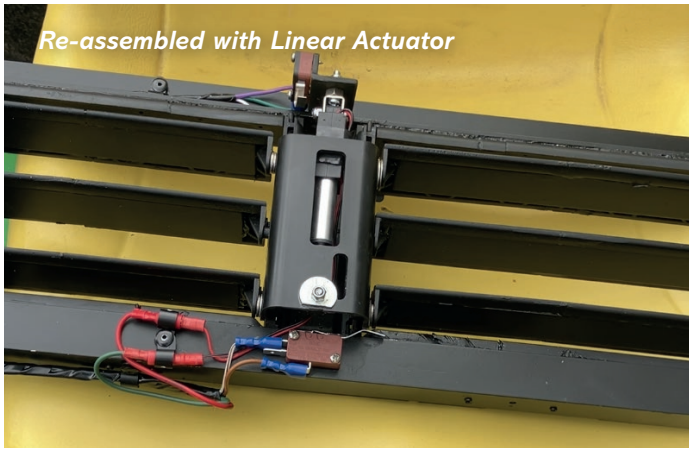
RR Velar Shutters



Shortened Frame



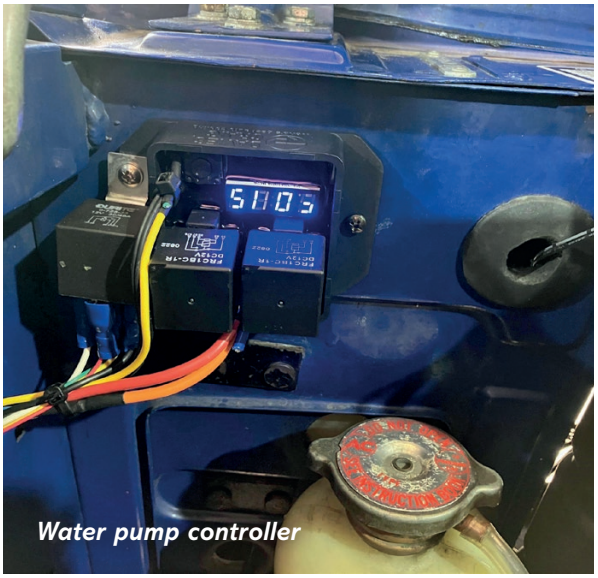
Shortened Shutter Blades



Re-assembled with Linear Actuator



Fitted in Car


Water pump controller


Indicator light and water pump ECU

I re-assembled the structure using aluminium angle for the frame, flat alloy bar for the shutter re-enforcement and Sikaflex together with pop rivets to hold it all together!

I replaced the units original 5 volt servo motor with a 12 volt mini linear actuator. This being operated by two changeover relays; the function of which, is to reverse the feed polarity and thus the motor running direction. Two micro switches control the power to the actuator and also a dual-coloured LED within the car to confirm the shutter state of operation. The installation is regulated by an adapted adjustable Davies Craig Digital Thermostatic Electric Fan Controller. The shutter operation is therefore fully automatic opening and closing as required.

I offer my sincere apologies to the Stag purists among our members, for any anguish this article may have caused!

Maynard Flint

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PART 3

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'...



Fuel system

The fuel system covered the fuel tank (and vents), fuel pump, hoses and pipework, fuel filters, inlet manifold, air box, carburettors, accelerator pedal, choke cable and fuel cut off inertia switch. Note: This section was carried out with the Stag outdoors. Do not work on the fuel system in an enclosed area – things could go bang very loudly!

Choke cable

The choke control was situated on the left of the central (radio) fascia unit. When pulled out, two cables attached to the carburettors were pulled operating the choke system on the carburettors. There was a switch, on top of the control behind the fascia, which closed a circuit when the choke was pulled out and illuminated the Choke warning light on the dash. To remove the cable, I removed the central console and fascia, which gave me full access to the switch. The switch was held to the control by an easily removable clip. The lock nut, holding the choke control onto the fascia, could then be undone and the two cables (disconnected from the carburettors) pulled through the bulkhead and the fascia.

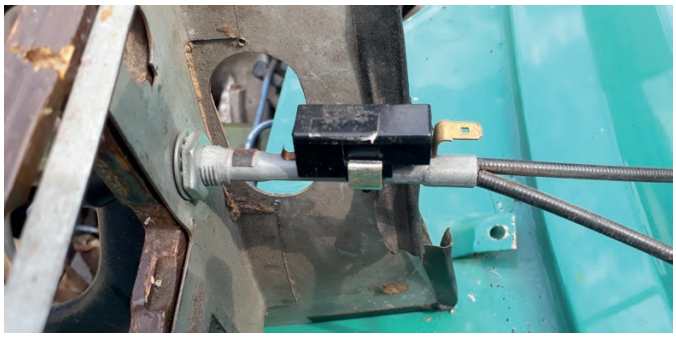
The choke control, cable and switch were in good order so were cleaned and replaced.

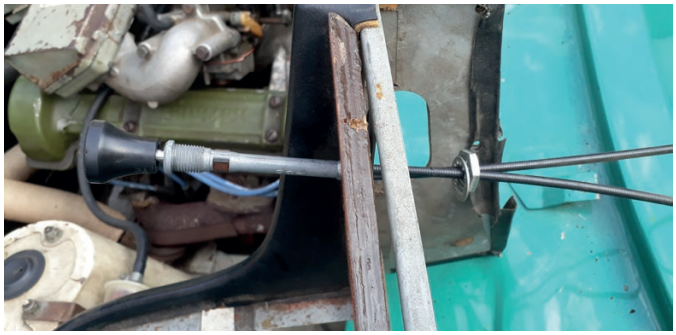
Air Box & Air Intake

The air intake was attached to the top of the radiator and upper radiator support panel by two bolts and a central screw. A sad looking flexible gaiter connected the air intake to the air box, which was attached to two metal intake elbows which were in turn attached to the two carburettors. The air intake was sandblasted and powder coated and the two elbows cleaned and rebuilt with new bolts, gaskets and a new gaiter.

The air box didn't look too bad on the outside, but inside was about 80% surface rust! It was sandblasted inside and out (having taped off the vacuum sensor on the top) and then painted inside and out with a zinc undercoat topped with Smoke Grey paint and a petrol resistant lacquer. The airbox was then rebuilt using new bolts, gaskets, carburettor vent pipes and air filter.

The hot air pipe, that ran from the N/S exhaust manifold to the underside of the air box, was also replaced as it was falling off!











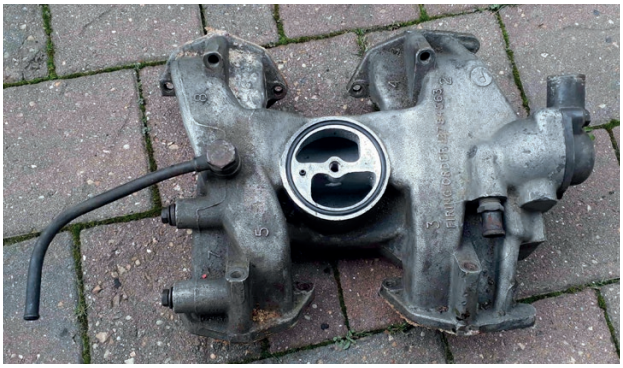


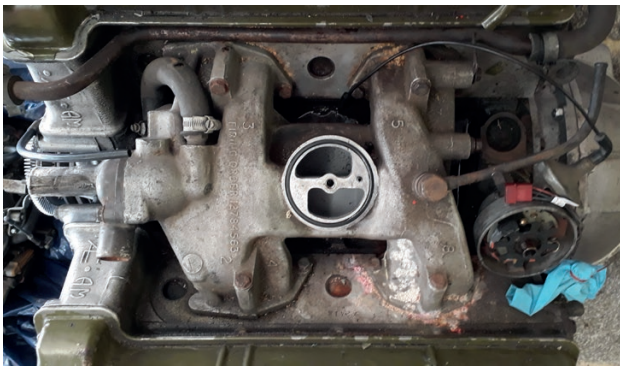














Carburettors & Pedestal

Once the air box and air intake elbows had been removed, the pedestal (which both carburettors were attached to) could be accessed. It was attached to the inlet manifold by means of a stud which ran between the two carburettors, through the pedestal and into the intake manifold. Undoing this was a bit fiddly due to its location.

With the carburettors removed, I was able to strip each one down, clean it and rebuild it with new jets, washers, and gaskets (bought as a carburettor service kit), butterfly discs and springs. It also gave me the opportunity to check the correct settings for the float chamber cut off.

Once back on the car, the final action was to top up the carburettor dashpots with engine oil and then set them up correctly.

Engine Breather Hoses & Overflow Pipe

These were all in a pretty sad state so were replaced throughout. Photos were taken before the pipes were removed, to aid correct replacement. The overflow pipes were connected to each carburettor before being joined together into one plastic tube which then ran down the front of the engine.

Inlet Manifold

This was removed once the engine was out of the car and the carburettors, pedestal, hoses/pipework and air box had been removed, along with the accelerator and choke cables. Once the 12 bolts holding the intake manifold to the engine had been removed, it still required a bit of encouragement with a mallet to come off! All 8 mating surfaces where cleaned (carefully) with a gasket remover and white spirit and came up nicely.

The manifold was then cleaned thoroughly before being replaced with new gaskets. As the manifold sat in a 'V', the new gaskets needed to be compressed to line up the holes for the new bolts and the only way I found I could do this was to use a wrecking bar, which had a bend at one end. The bend was placed on the manifold and the end of the bar placed under the lip, below the cam cover. The bar could then be pushed down, forcing the manifold into place.

Word of advice – this is really a two person job, as next day my shoulders and back did not appreciate me holding the bar down whilst trying to line up the holes and get the 12 bolts in all by myself!

Ian Campbell



Thought for the Month

Rupert Klaiber

"The most effective way to destroy people is to deny and obliterate their history."

George Orwell

KNOW YOUR STAG #28

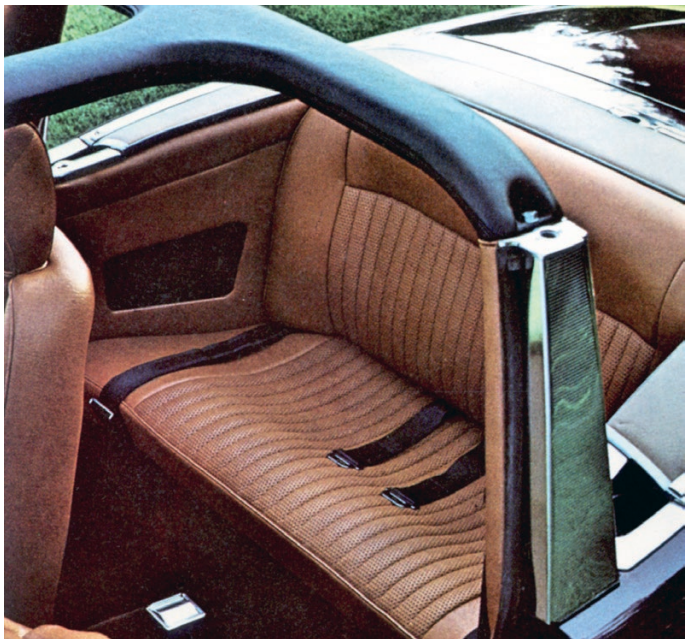
THE REAR CUBBIES & THE REAR SEAT BELTS

When I started this series of articles I did warn you all that sometimes the subject would be such that the article will be short. This month is one of those times

The reason that the article is short is because there really is not much to say about the subject but it is one which needs to be covered so let me get down to it.....

Although the rear passenger area of all Stags looks remarkably similar there are 'early' and 'late' cubby panels as the later cubby 'hole' is smaller than the earlier one. Someone told me the reason why and if I remember correctly, it is something to do with the space needed for the rear seat belt fitment which became standard in the USA. Thus, from the 1973 model year (what you may know as the start of the Mk2 production i.e. from LD 20001 onwards) the holes in the cubby panel are smaller.

This photo (below) shows rear seating area of an early Federal Stag with the larger cubby hole. The seat belts are installed but are not particularly well planned with the outside part of the belt just arising from between the seat squab and the seat back. These are static belts with the buckle on the belt nearer the outside of the car.



The earlier hole measures approx. 10 ¾" x 6" (about 270mm x 150mm for my younger readers) at its widest points.

Whereas this photograph (below) is of a later Federal Stag in which the outer belt, which is now attached to an inertia reel, is neatly threaded through a hole in the rear cubby panel, just to the rear of the cubby hole. This shows how the original large hole and its plastic liner have prevented the inertia reel being introduced so the hole size was reduced to allow for a clearance for the reel and the associated seat belt hole. Obviously, there was no point in having two different styles of side panel so all markets were fitted with the smaller option with all the hardboard cards which formed the structural part of the cubby panel having a slot cut in them for the seat belt which allowed for a simple cutting of the vinyl being made in the Federal cars, a plastic finisher being applied to keep the hole neat.



The later hole measures approx. 8 ¼" x 5 ¾" (210mm x 145mm)

For completeness of the cubby subject, I suppose that I should say that although the cubbies were an ideal place to fit your super duper stereo speakers in the seventies and eighties, Triumph never succumbed to the practice and none of these speaker fitments were done by the factory. However, I cannot know what may have been done by the supplying dealer so a small number may have been there from day one but most will be after market fitments.

For a similar completeness on the subject of the rear seat belts, they were lap belts and they were not actually fitted to the UK cars – although I am not sure whether they were fitted to cars destined for other non-UK markets. All cars were, however, fitted with threaded seat belt mounting points which, again, ensured that there were not two different sets of body panels being manufactured. These were provided because from 1968 it was mandatory for all cars sold in the States to be fitted with mounting points for all seating positions – you didn't have to have belts fitted but they had to be able to be fitted easily to mountings

which were factory approved and, presumably, safety tested. For the early cars, the inner seat belt mounting points were in the centre of the rear floor pan, under the rear seat, and the outer seat belt mounting points were roughly at the centre of the base of the rear wheel arch. Both sets of mounting points were originally finished with small anchor bolts ready to take the seat belt fittings.



The position of the four anchor bolts in the rear floor pan in an early Stag.

The anchor bolts seem to have been changed for threaded plastic blanking inserts for the 1972 model year cars (LD10001 onwards) as was the positioning of the outside mounting point, this being relocated to the front corner of the rear wheel arch- well it is on one of the cars that I have here so if anyone has a 1972 model year car (LD 10001 – LD 14158) and knows that I am talking rubbish, please drop me an e-mail.



The position of the black plastic insert in a 1972 model year car – in the corner of the rear wheel arch.

One may think that the change from anchor bolt to plastic insert should have been associated with a change from static belts which just needed to be anchored in a fixed position, to inertia reel belts which needed a bracket to be bolted to the outside mounting point and therefore the anchor bolt would not be suitable. However, the parts catalogue is not very forthcoming on the subject and it may be that the plastic inserts were used as the cheaper alternative (bloody cost accountants !). Of course, the repositioning of the mounting point to the front corner of the wheel arch does allow for an inertia reel unit to be fitted to the front of the wheel arch but as the cubby hole was not changed until the 1973 model year it is doubtful whether there was truly room for the inertia reel – or it may be that it was tried and its shortcomings led to the change in the cubby dimensions. This may remain as one of those 'known unknowns' unless someone in The States has access to the full information. Indeed, I would value an article written just about the seat belts, both front and rear, which were fitted to the federal market cars. Are there any takers out there ?

For the later cars (L:D20001 onwards) there is no doubt in the situation as the rear belts were definitely of the inertia reel type and the rear mounting points are certain. The under seat mounting points remained in the same place but the mounting point in the rear wheel arch was moved again and was positioned in the centre of the front facing part of the wheel arch, just under the tonneau spring bracket and towards the centre of the car. This change provides the room for the inertia reel unit to be positioned inboard of the mounting point without fouling the new size cubby panel. Both sets of mounting points were finished with the threaded plastic inserts.



The later positioning of the outside mounting point, just inside and below the tonneau spring bracket. The insert is normally black but has been oversprayed yellow in this car.

A Final Warning

Whilst researching for this article I have been reading about fitting 3-point belts in the rear of a Stag, indeed, there have been some claims from Australia that 3-point belts were installed by the factory because the fitting points seem to be the same on a number of Stags.

I do not accept that Triumph would have installed or recommended any 3-point seat belts in Stag as the structure does not allow for a completely safe alignment for the shoulder belt, it requiring to run over the top of the rear seat frame, which is not a particularly strongly engineered structure when subject to any substantial forces being transmitted by a strap being pulled very, very hard.

3-point belts for rear seats were never required as a mandatory fitment in any part of the World while Stag was in production, although automatically retracting belts were mandatory in Australia from 1975. Lap belts were perfectly legal in all territories so I believe that Triumph engineers would never have subjected themselves to the possibility of serious injury resulting from a poorly engineered 3-point factory seat belt fitting.

The fitting of rear belts is a very personal thing as we are now encouraged to be so safety conscious but if you are considering fitting 3-point rear belts, please note that the problem is not the strength of the anchor points but the less than ideal run of the shoulder belt which could cause severe injury in the wrong kind of accident. And that is the rub, what is 'the wrong kind of accident ?'.

For most minor accidents, a lap belt is probably perfectly adequate – as would be a 3-point fitment – but for more serious situations both belt fitments have their strong and weak points – at least they do when fitted to an open topped vehicle not designed for a three-point rear belt. Please think carefully before fitting rear belts – it is not just about whether they can be made to physically fit, but whether they will work satisfactorily every time they are called upon and whether they will suit the intended purpose. And please plan carefully as the mounting position on the rear arch of a car built prior to 1972 may not be suitable for an inertia reel unit.

... And a Postscript

Ever wondered what the engraved or printed characters mean in the bottom margin of the Commission Plates ?



To what does BS AU48 1965 refer ?

In fact it refers to the British Standard for seat belt anchorage points. In 1967 the fitting of 3-point front seat belts became compulsory and in 1968 this was backdated to cars built since 1965. The Standard does not cover the seat belts but covers the anchorage points, which had to be incorporated into all cars manufactured for the UK market.

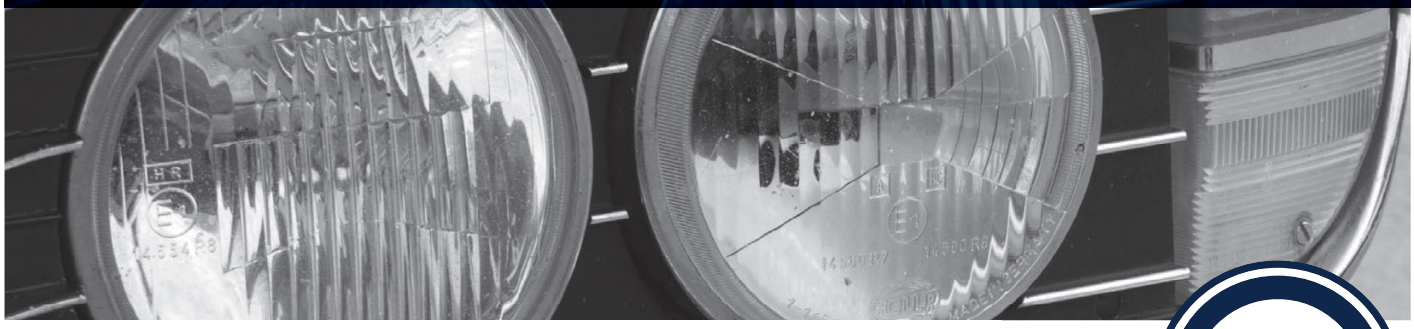
That's it, I've run out of words but I seem to have made a decent article out of it. I am surprised.

Next month I will think of sorting out those devious doors which has caused so much angst over the mk1, mk2 and mk1½ epithets. But it is a difficult subject and there is still time for me to chicken out, so watch this space.

Peter Robinson

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06/12/23

SPITFIRE AMONG THE STAGS



Poet, novelist and scriptwriter Roger Harvey and his wife Sheila enjoy stylish outings with the Stag Owners' Club in their one-owner-from-new Triumph Spitfire 1500.

Like many of us, my late mother had a dream car. It was a white Triumph Stag. If the dream had come true, the beautiful car would have been richly deserved, carefully cherished and handled with aplomb.

An expert motorist, my mother had driven innumerable makes from my father's 1927 Lagonda to her last dimunitive but oddly lovable Ligier Ambra, some of them on many-thousand-mile epic journeys around Europe. Circumstances denied her the dream Stag—yet while my wife Sheila and I do not own one, there is an echo of my mother's admiration for these cars in our own enjoyment of outings with the Stag Owners' Club.

Are we imposters? Perhaps, but in the most appropriate and amicable ways possible. We have entered the Club with our one-owner-from-new Triumph Spitfire 1500, kindly invited to join by local SOC organiser Roland Tate. He told us he liked to see the little Spitfire lined up in classic displays with its bigger cousins the Stags, there was already another Spitfire in the local SOC branch (also a Dolomite, as well as the company of many TRs at SOC events), so without owning a Stag ourselves, we were in. And great fun it is, too. Roland and his team organise thoroughly enjoyable and stylish outings around the North-East, often to otherwise unvisitable private locations for the benefit of charities. Northumberland is rich in castles and historic houses, wild countryside, and a romantic coastline; so, for Sheila and myself, every drive is a scenic one through our native land we love so much.

At the time of writing this,Triumph Spitfire CCU 722V is 45 years old and has gone 'round the clock' twice, all on the one engine which has never been stripped. It is largely original and unrestored. These facts seem to fascinate its admirers at every car show we visit, and it can be difficult to go shopping or stop for petrol without sharing a friendly conversation about theSpitfire. If it gives pleasure to other people, we are doubly happy; it has certainly been a significant and much-loved car in my life.

It was the Winter of 1979 and my trusty VW Beetle would have to go. I had read that British Leyland were to discontinue production of the very car I had wanted to own since I first gained my licence in 1971, the car which had haunted my imagination with its curvacious Italian lines and its promise of cruising sweetly through country lanes or sweeping down highways: the Triumph Spitfire. These were to be the last years of the Spitfire's production and they had given us a car of exceptional beauty. I was determined to buy one from new, to avoid the ravages or carelessness of a previous owner, but they were becoming very scarce in the showrooms. I would have to be quick.

Some facts may be of interest here to any readers unfamilar with the Triumph Spitfire's history. It was introduced in 1962 as a two-seater sports convertible development of the already hugely successful Herald and it proved immediately popular in the British and American markets. As with the Herald, the sleek design was by the Italian stylist Giovanni Michelotti. The look of production cars hardly differed from his first drawing. The original model was quickly followed by the improved Mark II version, in turn replaced by the Mark III in 1967. Worldwide success of this variant secured the Spitfire's production into the 1970s with the twin-carb Mark IV appearing in 1974. This featured an improved interior and slightly different body design. The final variant, the 1500, ran from 1975 to close of production in 1980. Altogether 314,342 Spitfires were built at the Canley factory in Coventry. Throughout its production run it was built in greater numbers and persistently outsold its market rivals the MG Midget and Sprite. Late MGs actually used Spitfire engines.

Mine was bought from Heron in Newcastle-upon-Tyne, the British Leyland dealer which had supplanted the much-respected local firm of Rossleigh's, suppliers throughout the 1960s of Jaguar, Wolseley, MG, Triumph and other marques of distinction. They tried to sell me a TR7, but the Spitfire had the more seductive curves. Under the showroom lights, hood neatly stowed in the tan hood-bag, it looked truly luscious. It cost £4,193, which was hard to find at the time even with funds from the sale of my much-loved Beetle, but the pleasure derived from this car has been worth every penny and it has worked out to be great value over the years.

Its Russett Brown paintwork was unfashionable in the early 1980s. This car, built in late 1979, had actually stood unwanted in the showroom for months, a victim of its own colour—but I loved its delicious 'molten chocolate' depth and it has held a wonderful polish down the years. It looks even better now that the car has a new hood in tan to match the interior. (The original hood was black; it split at the Vybak window after 29 years of going up and down). Of course 1970s colours are considered 'cool' today, but I hope the car goes on through many changes of fashion as a classic with timeless appeal.

From the very start it produced one sensual experience after another. It looked slender in its garage at home, only half-filling it with a low profile, giving off heart-stirring 'new car' smells and the fragrance of Ziebart rustproofing. Before taking it into any wet weather I oiled everything I could and even Waxoyled on top of the Zeibart in vulnerable areas. But there was still more money to find. I was under 30 and worked as a writer. To my insurance broker that was a fatal mixture of youth and showbusiness and he duly presented a whacking bill. Later I began to enjoy sensible insurance costs thanks to excellent classic car agreed-value schemes. Now I pay less than half of what it costs to insure a medium-range modern car.

So great motoring years began. One of its first long trips was a holiday to Edinburgh, where my mother and I woke one morning to find the car completely cocooned in ice; the hood so brittle it could easily have been cracked and ruined almost before its life had begun. This early crisis averted, the car received the first of scores of compliments from people who have gone out of their way to admire it and ask questions down the years. Swishing down the long pass of Carter Bar, my mother at the wheel as we rolled back into green Northumberland, we knew we had secured a piece of motoring heritage and that, in a car like this, every drive could be an adventure. It wasn't the Stag of which my mother had dreamed, but she loved the Spitfire and drove it with great skill and finesse.

Throughout the 1980s I was developing my career as a poet, travelling to Arts festivals all over Britain. The Spitfire coped with some very long journeys with nothing more than a broken fan-belt and fractured exhaust to tell of its miles, but the real fun was to be had on gentler trips: Spring and Summer jaunts through the Yorkshire Dales over roads which hadn't changed since the 1950s, long days going open-topped over Lake District passes, or relaxed holidays to visit friends via the older highways of Britain. Then I had a wonderful 'break' in being invited to do a poetry-reading tour coast-to-coast across America. The Triumph was laid up at home while I worked a theatre in the Bronx, spent a night under lock-and-key as the only male guest in an all-girl college, played Las Vegas, rode Appaloosa horses with real cowboys, told jokes on daytime TV and read English poetry in Disneyland while someone walked around the hall dressed as Mickey Mouse. It's a funny old world… and an even funnier New one. If you want more stories like these, they are in my book Poet on the Road, currently out-of-print but still findable on Amazon.

Back home after all that, with foul Winters to drive through, a dark evening came when I noticed the beginning of rust in the stressed and folded corners of the bonnet and a general grime of age across the whole bodywork. Writing wasn't always the glamorous job people liked to imagine, showbusiness was full of alarms and anxieties, and



Roger and Sheila Harvey with their Spitfire at the SOC event on Whitley Bay Promenade to celebrate the Queen's Platinum Jubilee in 2022.

beautiful things that gave solace deteriorated in this harsh workaday environment. Should I sell this car while it held a reasonable value? No, it was just too beautiful, standing there as elegant as a Contessa in wintry exile. There had been too many sunlit mornings, golden days and happy homecomings in this car to just let it go…so I struggled to afford a second car: the cheapest Citroen 2CV I could find. Compared to the graceful Spitfire this was as Spartan as a workhouse bathtub, but it was fun its own way, full of Gallic charm with its cobble-softening suspension and gear-lever like an onion on the end of an umbrella, which only a Frenchman could have invented. The Spitfire's rolling restoration was under way—more conservation than restoration—and it would be preserved and used for a long future.

The Spitfire has now had several 'running-mates' since the Citroen 2CV was sold. Unquestionably its best is the car Sheila and I enjoy now: the 1977 Triumph 2000TC known as 'Honeysuckle' after its unusual paint colour. The two Triumphs make a splendid pair of classics; also—although it's scarcely necessary to labour the point—Michelotti recreated the 2000 Mk II front end for the Stag. Sheila has her own classic, a Rover 45, also owned from new since 2001. She is a very experienced motorist, one of the few people with whom I have felt completely safe as a passenger, a fluent driver in sympathy with the machine, what the RAF would call a 'good pair of hands'.

The Spitfire looks like a cherished vehicle and certainly is one, but it is also a working car. It tackles daily driving and long holiday cruises with equal gusto. It has never been SORNed or taken off the road for any length of time. The body is regularly re-Waxoyled in all its vulnerable places. I know some MOT men and motor engineers who grimace jovially when they see the car, knowing they are going to get well smeared with oil—but we would all rather have an oily car than a rusty one.

The years have seen a gradual cleaning, maintenance, and gentle restoration of almost every area of the car. Apart from the new hood, the only modifications to its external appearance are chrome 'bullet' mirrors and the twin pipes of a stainless steel exhaust. The interior is original and virtually unmarked, to the perennial delight of concours judges. Under the bonnet lurks an oil cooler (very good for older engines) and everybody likes the polished brass radiator, the flash of chrome and steel, the polished jubilee clips on the hoses, and the gleaming copper fuel and brake pipes with their brass unions. Electronic ignition went in during 2013, an upgrade I had resisted for many years. Simple enough to fit, this threw the timing into confusion and required weeks of fiddling to re-create smooth accelleration and a comfortable beat. However, the effort was worthwhile: performance has never been better. When in perfect tune it really is as beautiful as a musical instrument.

The nostalgic glances and friendly comments continue. I have had over forty years of "But isn't it expensive to insure?", "Can you still get the parts?" and "Is it comfortable?" Spitfire (and Stag) owners know the answers and smile. Then there is, of course, the sad wail of "We wish we'd kept ours." Through great good fortune, sometimes a lot of effort and occasional stress-and-strain, we have kept ours—and it has been joyous.



Classic picnic at a classic SOC event, Howick Hall, Northumberland, 2023.

When all the tweaking and polishing is done, the true beauty is in the use and it is the driving that matters. It is a superlative experience; poetry in motion. This Spitfire has come to embody a lazy, long-legged style of pleasure motoring, at its best on a mild Summer morning with new Castrol in the engine, picnic in the boot, and a hundred-mile run over country roads beyond the polished bonnet. The Contessa has flung off wintry exile and bares luscious brown flanks to sunlit roads. The hood is down; fresh air and birdsong waft above us; the throttle is light and fluent; with a sure grip we swing through sun-dappled bends, snort through flowered villages, cruise at 30 with the engine scarcely audible.

Then how ecstatic is the pouring-on of power, how sweet the delicious feeding-in of the gears after long freewheels under birdsung tunnel-tops of trees. Spirits are light, hopes are high…and on the homeward run, waving away from the country inn through a glamorous dusk, we will slide into that delicious limbo of road and cockpit, luxuriously comfortable, snugly relaxed yet wide awake, lulled by the car's contralto while Summer stars twinkle in the perfect blue. The lights of home ride up over familiar hills; we will do it all again for as long as we are able, for here we live the great life of the high roads and are re-born in each communion of sun and wind and sky and power…and that really is poetry in motion.

So look out, handsome Stags: the little Spitfire is happy to join your outings with some sleek Italian style of its own.

Roger Harvey

Roger Harvey was born in 1953 and lives in Newcastle. His latest books include MAIDEN VOYAGE, THE SILVER SPITFIRE, PERCY AND DINAH, THE WHITE OWLS OF WINTER, HOW HAPPY WERE THE MORNINGS and A WOMAN WHO LIVES BY THE SEA, all currently available on Amazon.

THE CLUB STAG ARCHIVE

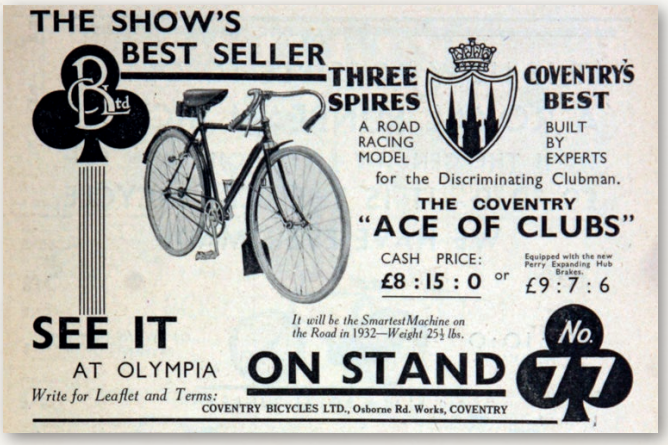
The Triumph Story, Part 9 – Depression and Division

Unfortunately for all people involved in industry, the Thirties started with disastrous news across the World. Markets had collapsed in the States and the ill wind blew throughout the globe, reaching England during 1931. This was not the time to be in the manufacture of expensive superfluosities such as motor cars..

However, Triumph were making and selling their smallest model ever, the Super Seven so they were slightly insulated from the worst of the Depression – at first anyway...

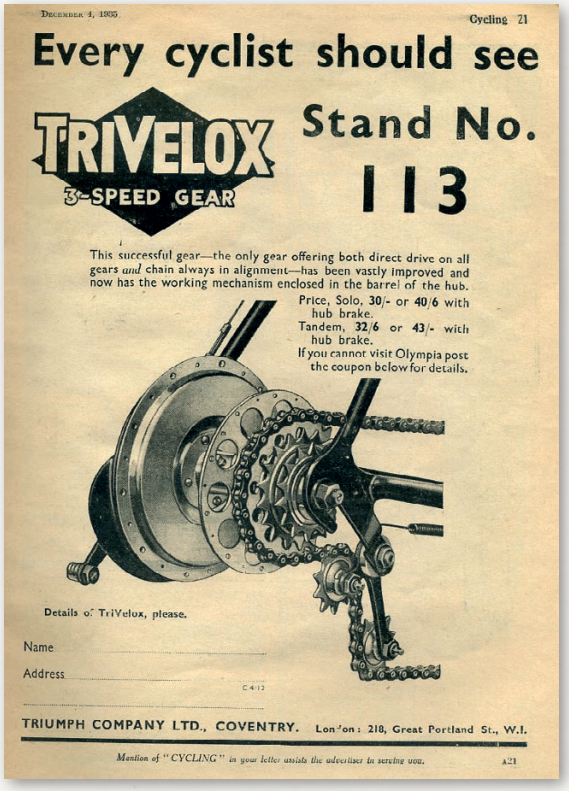
Bicycles in the Thirties

Although the bicycle market in the thirties was by no means as buoyant as it was in the 1890s, it still provided a profitable area of business. Triumph Cycle Co. was still making 'Triumph' and 'Gloria' bicycles in Much Park Street and in a small area at Priory Street. However, it would appear as if the Gloria range was stopped in 1932 and the name transferred to the motorcycle side of the business. There was also a connection with the Coventry Bicycle Company which manufactured 'Three Spires' and 'Eureka' ranges (with some dabbling in motorcycles and cars), in that Siegfried Bettmann was a major investor and supporter.



Coventry Bicycles advert from December 1931.

In 1931, in order to provide better gear options for their bicycles, Triumph acquired the licence to manufacture a newly patented 3-speed derailleur gear, designed by two cycle enthusiasts in Keighley, Yorkshire and who appear to have sought out Triumph to assist with their invention. This gear was different to other derailleur gears as the sprockets moved across the chain course in order to maintain a perfect chain line – as opposed to changing the run of the chain by moving the star wheel which guides the chain to a different sprocket – but which forces the chain to 'bend' across the sprockets. The gear was made at the Priory Street factory and was offered on selected bikes within the Triumph catalogue. If anyone is at all interested in the story of TriVelox, there is an excellent website at http://trivelox.cambrian moons.com/index.htm.



December 1935 advert for TriVelox gears which were being sold by Triumph Company Ltd.

Motorcycles in the Thirties

Once again, I have to admit to you that I am not a motorcycle fan (although I do have three proper Triumph bicycles from the early thirties and therefore care a bit more about that side of the business) and that the plethora of models offered by Triumph during the thirties just tires me out. Suffice to say that Triumph was still a major manufacturer from its Priory Street base and that in 1930 they offered models from 174cc (a Villiers engine model X) to 498cc (a Triumph engine model CTT) and that there were new models every year such that I

have counted at least 39 different models in production between 1930 and 1936.

The Gloria name was used on the economy motorcycles introduced in 1932 and this occupied the lower end of the market with 98cc and 147cc Villiers engines but the name only lasted two years before Triumph reverted to home produced engines and the Gloria name was transferred to the car range (see last month's article). By 1935 the smaller engine 'economy' machines had been dropped and the range redefined with models from 250cc to 650cc – mostly single and twin ohv units but there were 350cc and 550cc side valve offerings.



1933 Triumph Gloria Motorcycle with Villiers 147cc engine.

The redefinition was almost certainly the work of Valentine (Val) Page, often referred to as one of the greatest motorcycle engineers produced by this country . Before joining Triumph in 1932 from Ariel, Page had designed the engines used in the Brough Superior and in the Ariel Red Hunter – a design used by Ariel until they closed in 1959. At Triumph he developed a range of 2-stroke and 4-stroke single cylinder engines and a vertical twin which became the backbone of Triumph production. In 1936 he left Triumph for BSA where he was responsible for the Empire Star, which was later developed into the BSA Gold Star, before rejoining Ariel after the war, where he was responsible for the groundbreaking Ariel Leader, a monocoque 250cc machine with integral leg guards and windscreen.



A 1935 650cc Triumph 6/1. The first British bike to have a parallel vertical twin engine.

Triumph motorcycles of the time were, in general, well designed, rugged and reliable machines with an excellent name but, like the bicycles and cars, even they were struggling with sales in the depressed thirties.

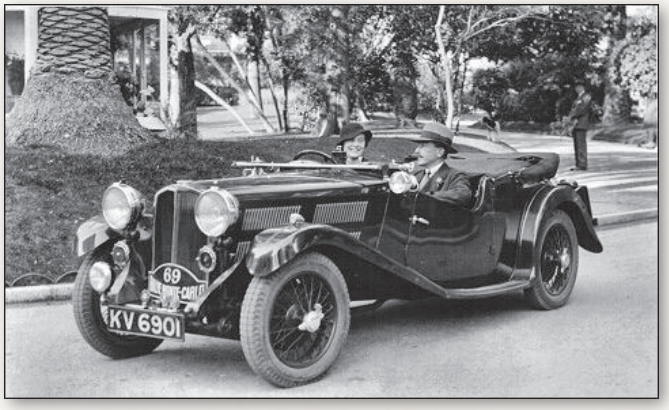
But things were about to change for the bicycle and motorcycle businesses as the company decided to part company with its founder.

Company 'Progress' in the Thirties

The various models which Triumph produced in the Thirties was dealt with in last month's article but what we need to know for this month is that Triumph became rather cash strapped as the decade progressed, with a first trading loss being reported in 1932 and with subsequent years providing further losses.

In order to keep sales up it was necessary to make continual changes to the model line-up and it would appear that the 'tooling up' process and the cost of production just did not allow for the profits to be made on the relatively low volumes being made and sold. Looking forward thirty years, this is exactly the problem which motor manufacturers in the UK were experiencing in the sixties and it was the idea of rationalisation and the economies which could be gained by producing cars on a larger scale which drove the formation of the British Leyland Motor Corporation in 1968 – and it didn't work then either !

I say that it didn't work then either as Triumph's solution in the thirties was to concentrate more on car production and rationalise the product by hiving off the bicycle and motorcycle businesses. But I'm slightly ahead of myself here so let's go back to 1932.

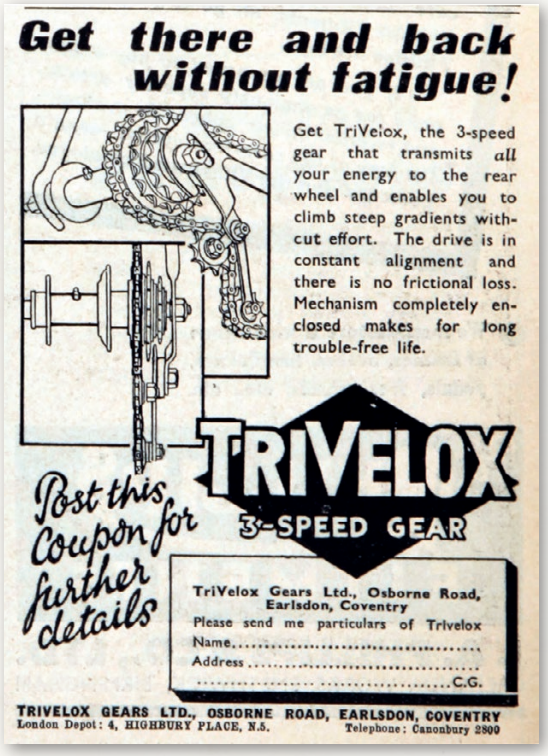


In 1934 the Directors wanted to pursue a different class of driver in their Gloria vehicles. This is a Gloria Monte-Carlo – entry no. 69 in the 1934 rally. Surely these two didn't enter dressed like that ?

After the 1932 loss was announced the Board invited Siegfried Bettmann to retire as managing Director. He was offered the position of Chairman but he decided that it was not suitable to displace Lord Leigh, the current Chairman (Bettmann was a very principled individual and he would never have turned out someone he had earlier appointed purely for personal gain), and he effectively relinquished any real influence in the company when he took the position of Vice-Chairman on his 70th birthday, 18th April 1933.

With Bettmann effectively sidelined, it was left to the new Managing Director, Col. Claude Holbrook (see part 5, June 2024) ad the other Board members to put all their eggs in the motor car basket and as the company's indebtedness to Lloyds Bank increased, the pressure to get rid of the lesser means of transport also increased. Indeed, Triumph progressively courted the up-market rather than the mass-market, as was seen last month when I outlined the move from the small Super Seven to the definitely up-market Glorias and Dolomites.

It is reported by some sources that after Bettmann's retirement the bicycle business was sold off in 1932 but I do not believe that this happened until 1936 – as reported by other authors. Original Information from the Thirties is difficult to come by, even on the Internet, but there are adverts for TriVelox gears in the period from 1932 to 1936 which show that they were still being produced by the Triumph Company Limited with an address at Portland Street, London and that this changed to Trivelox Gears Limited at an address in Osborne Road in 1936.



1936 advert for Trivelox gears showing the address as Osborne Road i.e. the address of Coventry Bicycles.

Whatever the date, the assets of the Triumph Cycle Co. Ltd. were sold to Coventry Bicycle Co. – a company effectively controlled by Bettmann and which had been manufacturing in Osborne Road, Coventry. This factory had previously been occupied by the Rex-Acme Motor Manufacturing Company and, later, the Standard Motor Co. but production was soon moved to the Priory Street premises from where the Triumph bicycle production had been previously located. It would appear as if the Much Park Street premises was then sold off and was acquired by Lea Francis for the manufacture of their motor cars, and where they stayed until closure of the company in 1962.

To complete the bicycle story I need to tell you that in around 1939 the Coventry Bicycle Co. Changed its name to Associated Cycle Manufacturers of Coventry (ACMC) and, for some reason in 1940 they sold the TriVelox Gears business back to its original Keighley owner, Alec Shuttleworth (who moved it on to Smart and Brown (Engineers) who basically left the business to wither and eventually die in 1951). When the war finished in 1945, ACMC was one of only two remaining bicycle manufacturers in Coventry – a huge reduction in the 450 mentioned in Damien Kimberley's book on the subject.



Alec Shuttleworth outside his bicycle shop in Keighley. What contrast to the Triumph concern with whom he had partnered in his TriVelox idea.

Part of the reason for telling you all about the bicycle business is that in 1947 ACMC built a new factory in Torrington Avenue, Canley, a road which runs from the site of the Standard-Triumph factory (yes, the place where Stag was finish built after the Speke factory had done with it) to Station Avenue/Banner Lane, on which Standard-Triumph had another factory.



'Triumph' is still showing over the front door of what is now 'Tenable House' on Torrington Avenue. This was the building put up by ACMC in which to manufacture Triumph bicycles after the war. By then the two concerns had separated and been moved \away from Central Coventry. But both ended up under a mile away from each other.

The 'new building' is on the corner of Wolfe Road and Torrington Avenue and is now occupied by The Tenable

Screw Company, albeit in an enlarged form and with new aluminium windows and doors but the brickwork and original framing is still there and identifiable. ACMC only occupied the building for about 7 years as the company was acquired by Raleigh Industries in 1954 and production moved to Nottingham, leaving Coventry Eagle as the last remaining bicycle manufacturer in Coventry – but not for long as they moved production to Birmingham in 1959 and on to Barton-upon-Humber before the company was taken over by Elswick in the early seventies.

While all this was going on, what was happening to the Motorcycles ?

Once Bettmann had been replaced, the Board was supplemented by H. Howe Graham, an accounting professional, appointed by Lloyds Bank as their representative to protect their interest in the £146,000 company deficit. By 1935 the financial situation had deteriorated badly and the deficit had risen to £250,000. The sale of the bicycle arm was seen as only a partial panacea and in 1936 the motorcycle business was also moved on with Jack Sangster, the owner of Ariel, buying it personally. Production continued at the Priory Street site under the name Triumph Engineering Co. Ltd. and with a new Chief Designer, Edward Turner, previously of Ariel, they pitched into the American market, this becoming a major outlet for their new Tiger and Speed Twin models.

On the evening of 14th November 1940 Coventry was the target of severe bombing with 515 German planes being involved. By the time that the dust cleared on the morning of the 15th, the Priory Street works had been decimated such that production never recommenced there. Sangster found temporary alternative premises in Warwick and then moved to a new site at Meriden, just off the main road between Coventry and Birmingham. After the war, the American market became key with 70% of production being exported to the USA.



An area of the Priory Street factory, on the morning of 15th November 1940.

Although the company was sold to BSA in 1951, the 'Triumph' name was preferred to 'BSA' when, in 1973, losses forced BSA to reorganise. Triumph was then merged with the motorcycle interests of Manganese Bronze Holdings to form Norton, Villiers, Triumph but the conglomerate itself went bust in 1977 and a workers co-operative kept the Meriden factory going until final closure in 1983. Property developer, John Bloor, bought the remains and set up a new factory at Hinckley which still exists, despite being gutted by fire in 2002 and rebuilt with better facilities. Although most of the production now takes place in Thailand the motorcycle arm is the only remaining part of the original Triumph Cycle Co. Ltd. which still manufactures machines with the 'Triumph' name on them.



The Meriden factory before demolition in 1984. No. 2 factory, over the road, still exists.

In retrospect, Triumph should never have sold the motorcycle business, but how were the directors to know that ? They had no idea that the company would spawn the Bonneville, the Thunderbird (a name later licensed to Ford for their awe inspiring car), the Trophy, the Trident, the Rocket... or that the Bonneville would be modelled by Harley Davidson to produce their hugely successful Sportster.



Brando rode a 1950 Triumph Thunderbird in The Wild One – setting a trend in The States.

In Conclusion

The Directors of Triumph Company Limited were therefore left with just the car manufacturing to consider – something they had been wanting for some time. They had divested themselves of the various premises in Central Coventry along with the two-wheel businesses and could concentrate on producing more cars but life did not go according to plan, as we shall see next month.

Peter Robinson

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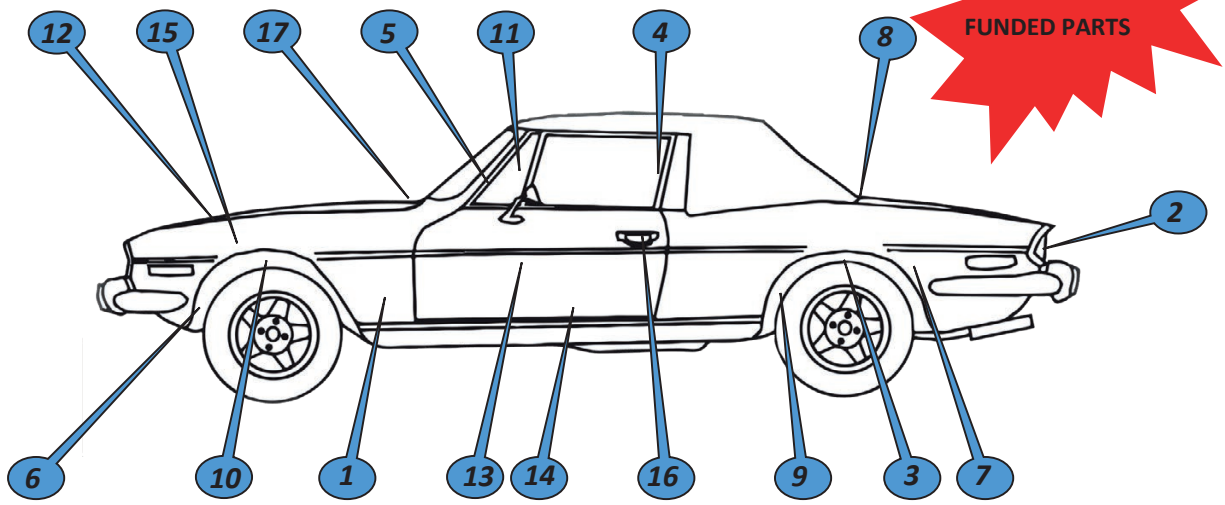
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To book or for more information please visit Norfolk Area's page at **stag.org.uk** or email **norfolkparty@gmail.com.** Bookings close November 8th 2024.

During Saturday evening there will be our charity raffle, all prize donations gratefully received.

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OUT & ABOUT

EASTERN

Regional Co-ordinator:
Roger Kennedy ***rogkennedy44@aol.com***
Mobile: 07816 271237

NORFOLK

Attlebridge Airfield is one of the very few WWII RAF airfields still with their (1.25 miles) runway and perimeter track. It latterly housed the 466th Bomb Group - much more detail on Wikipedia. Their enthusiastic volunteers hosted a classic vehicle show with various military vehicles plus more traditional cars which included Stags 'piloted' by Alan and Doreen plus Chris. A fascinating day resulted including a blast along the runway (in a minibus!) and to outlying command posts on the base. Taverham Silver Band recreated when Glenn Miller played here for troops 80 years ago.

Elsing Hall Classic Car Show was in 20 acres of beautiful gardens & grounds surrounding this Grade 1 Listed, moated Hall. A wide variety of 100 classics included Stags carrying Alan & Marilyn, Chris & Sue & Andy with his grandson. A pale-yellow Stag holding 4 people parked in the public area & sadly we did not get to meet them – was it you?

September N&N Amongst 37 attendees tonight, two are to be applauded – Graham Blyth & Mike Peters. Why? Because they showed the rest of us the way to go, by bringing their Stags despite it being a murky old evening. Graham has LD 139 (yes, the 139th Production Line Stag, built June 1970) so with Chris's LD 112 there are now two 'H' registered Stags on the road in Norfolk SOC – unless you have one as well?


Attlebridge Airfield

Norfolk SOC was represented at numerous shows again this month. As well as the two above, reports were given tonight on St Faiths Centre Vintage Day, Classics at Glemham, Cromer Carnival & Bure Valley Classics & Steam.

We discussed events coming up including the Norfolk Party at the Imperial Hotel, Great Yarmouth in January for which a packed programme of activities & entertainment is coming together. An important date for all our diaries was announced as Sunday 18th May 2025 so that everyone can attend the Eastern Region Day & Harry Webster Celebration at Bressingham Steam Museum & Gardens near Diss.

Eastern Region Day has not been held for several years & will be a get-together of all six SOC Areas in our Region namely Norfolk, Suffolk/N.Essex, Essex, Bedfordshire/ Northants, Cambridgeshire plus Hertfordshire/N.London.


Elsing Hall

Usually, each Area puts on an activity of some sort to entertain you. Even if only 10 cars come from each Area, would you like to see 60 Stags all parked together locally? Then put it in your diary & come & join us.

Bressingham Steam Museum & Gardens (www.bressingham.co.uk) near Diss offers something for all the family, much of it under cover if you want to get out of the hot sun.

The late Harry Webster has been called the 'Father of the Stag' but is relatively unknown in SOC circles. Peter Robinson (SOC's Mem. Sec., Registrar etc. & Norfolk resident) owns Harry's old Stag & is planning displays to tell you all about this man's achievements – which we are still driving & enjoying to this day.

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

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

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

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

ESSEX

Hyde Hall classic car show was well attended and an excellent day. Good section of Stags colours and they certainly got a lot of interest and people asking questions. Lucky with the weather to as it was hot day so all made the most of tops down weather. Next year there is talk that the show will be June time, but let's see how it goes.

By the time you read this, we will have attended the Maldon Classic Car show on the promenade with 13 Stags and joining the North Essex & Suffolk area too. Report to follow.

This year's traditional night run will be organised by Denis with my support and will be on the 26th of this month. Buy now you will have received an email for names and numbers if you which to take part. Thank you Denis

Note, December's club night is cancelled as it's so close



to the Christmas Do. Talking of the Christmas Do, we will back at the Eagle on the 7th December so put this in your diary now. Raffle tickets are now on sale and Marilyn is kindly already working on buying and organising prizes and between us we are aiming to have as many prizes as we can. The more tickets sold therefore means more and better prizes. There is no hiding from Lorraine who is kindly helping, she will find you and track you down. Thank you Lorraine. Also, I am looking for annual awards to recognise members so would be interested to hear any stories, you all know how it works. Thank you.

It has been fantastic, not just for me, but others to see members coming forward and wanting to organise events for our area. Support from myself is of course always there.

As I have mentioned before, with area members clearly being involved in events has proved to be a great success and with my full support. Thank you.

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

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

DIARY DATES

- October 3rd – Club night, Old Windmill
- October 26th - Night Run
- November 7th – Club night, Old Windmill
- December 5th – Club night cancelled
- December 7th - Christmas meal, raffle and awards

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com



Flitwick Car Show

BEDFORDSHIRE & NORTHANTS

Aug Natter and Noggin

Although the weather turned in the evening to rain the attendance was good and we ended up moving to a larger table so we could all sit round. The conversation was as normal with updates on the work improvements to the Stags and information on forthcoming shows and events plus the normal banter. 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

Flitwick Car show held in the centre of Flitwick on the Millenium Park was very well attended this year with over 800 vehicles which included Lorries, a drag car and stock cars on display, There was a good selection of food stalls and Morris dancing for entertainment. Although I had request space for a club stand only three Stags managed to be together with Anthony not realising a space was reserved was marshalled to the adjoining school paying field where Anthony said he received a lot of attention from visitors to the show.

Silverstone Festival

I attended all three Days of the festival arriving early on each day. On the Friday I picked up my 12 year old grandson who enjoyed the day tagging along with my Son, Grandson and great grandson who arrived later going into the museum and around the paddocks. On the Saturday I picked up my son, Grandson and their friend from where they were staying in Towcester. The weather was not favourable with it raining but with the top up I still managed to get my sons friend and grandson in the back with them being over 6ft tall. Arriving early and with it raining we headed straight to the covered stand at Village B. The organizers had not thought the day through with the stand half cordoned off when everyone was trying to get under cover which meant people were standing in front of you.

The rain was so bad that they could not clear the track of water and cancelled the first two races but allowed the next race to go ahead as they could use rain tyres. The rain did not stop for most of the day and I was not staying for the concert so left my son, grandson and their friend to make their own way home after the concert. Sunday was better weather wise and meant the racing was all go. The day was spent with me photographing the racing.

All Triumph Day at Shuttleworth

It seams that events I have attended in August have been jinxed with rain and having got the car out in readiness to go, the heavens opened with thunder and lightening dropping about an inch of rain in 20 minutes. Pete and Cheryl phoned to say they would be going later as it was tipping it down in Luton. Mo decided not to go as she thought it would not be fun sat in the passenger seat all day. I phoned Howard and Anthony to let them know I was running late and I would see them at the event. As I joined the queue for the photo shoot, I saw Howard and Anthony ahead and asked them to save a place next to them for when they parked up. The rain soon stopped, and the sun came out drying out the car, and allowing us to get our chairs out for a picnic. As the morning progressed Beds and Northants area members Paul and Jackie, Ken Symmonds, Nick Wyley and Pete and Cheryl arrived and parked up with all the other Triumphs

Bedfordshire Web Page

https://wwwstag.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

- October 17th Thursday Natter and Noggin
- November 21st Thursday Natter and Noggin
- December 19th Thursday Xmas Drinks

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

Mobile: 07816 271237 rogkennedy44@aol.com



CAMBRIDGESHIRE

An excellent turn-out for the N&N at The Old Ferry Boat, Holywell reputed to be England's oldest pub, although this is disputed. There as been a pub at this important crossing point of the Great Ouse since the 12th Century, although only in recent years owned by Greene King. As they were out of stock of their signature IPA , maybe a return to medieval times would be welcome, I bet they didn't run out of proper beer then.

The main event of the evening was Jeff Boston's quiz, a five rounder including testing our general knowledge, history of the Stag, Cambridgeshire. One question that caught us all out, was how many Colleges form the University, there are 31 individual colleges, Peterhouse founded in 1284 being the oldest, Robinson founded in 1977 the newest. The final result was very close, the winning margin 1 point with all other teams tied. Well done Jeff, we look forward to a return of Quiz Master Jeff next year.

The journey home was the first opportunity to use my replacement LED headlights, fully legal and MOT passed. What a difference, dip beam provides enough light to drive safely while main beam lights up like daylight, I just need to be careful not to dazzle oncoming traffic, nor traffic one is following. They are great though on the narrow twisty lanes near home, which rarely have intact white lines on the sides.

The September Barrington meeting was well attended, the problems of entry by non historic cars seemingly resolved. A good turn-out of Stags and it was good to see Sue and Andy Cheffin with their new Spaniel.

The following Sunday was the Croydon Car Show, an excellent turn-out with 9 members cars present, Martin brought his Scimitar which got more attention than the Stags. We were lucky with the weather as the rain seemed to pass either side of Croydon, not so lucky for those who chose Shuttleworth. Danny Hopkins, Editor of Practical Classics, presided over the show and selected cars for the parade ring. The people's choice of best car was interesting, a purple coloured Scootacar, http://scootacar.org.uk/, an overgrown jelly bean which wouldn't have looked out of place on Teletubbies. In spite of it's tiny dimensions it could seat, a driver, passenger and 2 tiny children. Unsurprisingly less than a 1,000 were built. The history, see website, is interesting and shows how one persons "needs" can lead to strange vehicles. Not a car I'd choose to drive on today's roads, but of it's time probably OK.



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

DIARY DATES

Future Events: Contact the Co-ordinators for full details

- N&Ns – Our monthly gathering, when members gather for drink and chat, many also enjoy a meal. It's a chance to meet fellow Stag owners and their partners, to talk over Stag problems, if any any, and plan future events. The day and venue for these changes, so please check the magazine or email updates.
- Classics on The Green at Barrington, after problems in the summer this has now resumed with the Royal Oak pub taking over organisational responsibility. Meetings are on the first Friday of the month from April to October. Then the New Year Day meeting. Historic cars over 40 years old, are allowed on the Green before 18:00, thereafter the owners idea of a Classic is allowed, subject to space. I suggest you arrive well before 18:00, as it does get busy. .Postcode: CB22 7RZ.

- Sunday 13th October – N&N and Treasure Hunt – Ken is arranging, more details to follow.
- Sunday 24th November – N&N & Sunday Lunch - Johnson's of Old Hurst – PE28 3AF. www.johnsonsofoldhurst.co.uk Another chance to meet the crocodiles and do some early Christmas shopping. This will be our Christmas meal, further details later.

Rod Kennedy
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HERTFORDSHIRE & N. LONDON

Hi everyone. Our meeting on 5th September was very well attended with 13 of us deciding the threat of possible rain wasn't enough to keep us away! We arrived dry and by the time we left, the 5 Stags in the car park had only a light covering of rain drops on them, so not too bad.

We were very happy to welcome new member John Paul Murphy and his wife Anne to the group who arrived in their lovely Sapphire blue Stag. As they only live a short distance from the pub, we look forward to seeing them lots in the future. We also had a visitor from the Oxford Area, (it seemed only fair as I visit their meetings quite often), in Adrian 'Adie' King in his lovely white Stag complete with Rover 3.5 litre power unit. Apart from the engine change it has had an exhaust conversion to quad pipes which both looks and sounds very impressive! To round off 'news from the car park' John Buyers brought his father along who was showing off his recently acquired 'J' plated Rover P5B in beautiful condition inside and out. John also won first prize for 'summer's over, time for the hard top!'

Conversation topics were varied as is often the case, including Mary and Martin's intention to use their bus as one of a fleet of classic buses at the forthcoming Amersham Heritage Day, running a shuttle service between Chesham and Amersham in their green, beautifully presented, London Country Routemaster. (Apologies Martin if I've got any part of that wrong!?!) It appears Martin was getting the better end of the deal as driver, whilst Mary has to play bad cop/conductress(!) stopping kids getting on with ice creams to avoid spillages and buggies in the gangways! We were also fishing for ideas on where to hold our traditional late, late, Christmas meal on the last Saturday in January and where to go for our end-of-summer-event on 22nd September. Either as a run out and picnic, or maybe a breakfast meet? By the time you read this it will have happened, so I hope we all had a good time and the weather held up for us?!?

I have also decided to hold a quiz night for the November meeting, so bring your sharpest minds and I'll try and go gently on you!!

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

Peter Goodman

DIARY DATES

- Thursday 3rd October – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- Thursday 7th November – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW. - Quiz night.
- Thursday 5th December – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

Paul Harrison
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Email: p_harrison63@hotmail.com

SUFFOLK & N.ESSEX

Following our outing to Helmingham Hall August has been a busy month with an event every weekend and we have been incredibly lucky that the sun has joined us at all our shows so far.

Alde Valley Classics

This was a new show for us and what a treat it turned out to be. Six of us joined about two hundred other vehicles on a baking hot day at the Riverside Centre Stratford St Andrew. This locally run event was a lovely day out and I'm sure we will try to go again next year.

Next was Stonham Barns

This ever popular event never disappoints. Eleven of us joined several hundred others for a gloriously sunny day out.

Followed by Classics by the Bridge

This was a new event and we went along not knowing what to expect. I was pleasantly surprised by this well organised event in a stunning location just under the Orwell Bridge (hence the name). Ten of us lined up alongside many other gleaming classics for this charity event. We made the local papers too. I hope they will run it again next year.

And then on to Glemham Hall for the last event in August

This is a grand event nearly equalling Helmingham, very well attended with so many fine classics to look at. We were joined by Stuart from the Norfolk area who let on he was judging the best club stand so all our efforts to arrange a good display were in vain as it would have been a bit off to win so on this occasion we let the BMW group take the prize.

Now we have a week off before joining up with Essex at the Maldon Motor show where hopefully we can make a splendid display at what has always been a great show in the past.



Classics by the Bridge

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

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

DIARY DATES

- 2nd October N&N The George. Hintlesham IP8 3NH
- 6th November N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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

Tim Hart
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14 Kay Close
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PL7 4LU

OUT & ABOUT

MIDLANDS

Regional Co-ordinator:
James Scott scottygsxr@gmail.com
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NOTTS/DERBY

Ilkeston Show -Sunday 11th August

A lovely, hot summer's day so the crowds and good variety of cars, trucks, tractors and buses plus a couple of steam engines filled the whole of the Market Square and immediate town car parks. The six or more pubs around the Market Square were full of people too enjoying a few beers!

Kings Bromley Horticultural Society Classic Car Show - Sunday 18th August A new local show, a possible replacement for Lupin Farm, had a good turn out for its first year. Yvonne Sheldon worked very hard to make it a success and was happy to receive comments for future improvements. I enjoyed it and met a couple of my dancing friends with their classic cars. It's a small world and not always possible to talk about our other interests with the loud music!

Nicky Fletcher

Barlow Carnival

I arrived at the show field bright and early, in fact a bit to early as I was the first car there, as others started to arrive, we were told by the organisers to park quite close together as the event was oversubscribed, but either some people did not attend for whatever reason because there was more than enough space.

I am always amazed at the number and quality of the floats that parade around the village as Barlow is quite a small place and again this year was the same. After the parade all of the floats park up on the show field so it is possible to have a good look around.



Again, the high light of the show was the Barlow Red Barrows performing their daring stunts with their high speed barrows, all with huge smiles on their faces, all the time raising money for charity. There was also "Elton Wrong", a local character who dresses up himself and his mobility scooter, fastens a keyboard to it and rides up and down in front of the parade playing and singing Elton John songs to entertain the crowd.

All of the cars were judged and the winner this year was a stunning Sunbeam parked next to a beautiful Bristol which incidentally was placed second unfortunately neither my or Andrew's Stag won anything this year, maybe next time.

A very well run show with plenty to see and do and the weather behaved also.

Ian Sherratt

Triumph Day, Great British Car Journey

We had a very wet start which understandably put a few people off and things didn't look good when we got there with few cars parked up.

We made the decision to abandon the Area Day "Judging" as there wasn't really enough of us to make it worthwhile.

However, by the time we had been for coffee in the café, the rain had cleared and the sun came out, by then there were a lot more cars. Another group of Stags turned up from Cheshire and as is quite common we outnumbered all other models, with the exception of the TRs, if you counted all variants, there was one more of them. The oldest were a Gloria (I think) and a Dolomite with nearly 500000 authenticated miles , the newest a low mileage Acclaim used as a daily driver by it's young owner.

The museum had 3 prizes of toolkits on offer, for different categories, the winners being to 1930s Dolomite, the Acclaim and a TR4. They weren't looking for the shiniest car, but those with a story to tell, hence the winners they picked.

Late in the afternoon it did turn cooler, but about half the Stags left with the roof down (as did most of the TRs).

The museum were happy with the turnout, had the weather been very good, they might have had a bigger problem with lack of space.

All in all, a good day out, even if it didn't turn out as originally planned!

Andrew

New members

For anyone who has recently joined the Club or hasn't got round to attending a meeting or event, please be assured we would love to see you and you will be made



The Great British Car Journey

very welcome. Phil and Andrew's details are in the co-ordinator'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 6th November at 7.30pm.

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

- 8th – 10th November Lancaster Insurance Classic Car Show, NEC
- 24th November SOC AGM, British Motor Museum, Gaydon
- 4th December Christmas Fuddle, Melbourne United Reform Church DE73 8GJ

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn
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SOUTH BIRMINGHAM

Noel's Notebook

The highlights of this month activities have to be the Pershore Plum Festival and the Rubery Festival.

As usual the turn out for the Pershore Plum Festival was very impressive. I didn't count the number of Stags that were there but as the photos clearly shows there were a lot. As I got out of my car another couple parked alongside also exited theirs. We chatted for a few minutes, as you do, and I discovered they had moved from the Warwick area to Kent only a couple of weeks earlier. Dedicated Staggers or what?



A very wide range of vehicles to look at, a chat with their owners as well as a variety of stalls (some selling plums would you believe) live music, good

Company and descent weather. A great day out all round. Special thanks goes to Christine for her excellent ginger cake and scones. She should be appointed official baker to the South Birmingham Area.

It was also a pleasant surprise to see Lesley and Roger there and have an opportunity to catch up with their news and chew the fat so to speak.

I have worked with the organisers of the Rubery Festival for the last few years to provide a display of classic vehicles. Largely from owners in the local area. This year saw the largest number of vehicles to date. There were six Stags all members of the South Birmingham Area, a Jag XJS, a GT6, a Wolsey 1500, 2 MG BGTs, a MG TF(the last one made) a 1920s Hillman 14 and a very rare 1930s Morris Minor Fabric and an Early Austin 1800 Princess amongst others. Oh and one motor cycle, a Velocette MAC. So something for everyone. Thanks to everyone who supported this event.

Looking at the weather forecast for the day it looked to be a bit iffy to say the least. In the event the forecasted



Rubery Festival with a Hillman 14 and a Velocette Mac

'chance of precipitation' did not materialise and it stayed dry for the whole day. Some said it was due to divine intervention as the Austin Princess belonged to the local vicar. Well maybe!

In any event a good day was had by all and we generated a lot of interest from the festival visitors.

Another special thanks to Christine for her 'exceptionally good' coffee and walnut cake. I wonder if she trained with a certain Mr K?

Of course there were also stalls, live music, bouncy castles, fair ground rides, and displays from local clubs all of which added to an entertaining and fun day out.

More photos can be seen on our area website. Navigate to enter photos 2024.

That's all for now folks so enjoy what's left of this year's season and happy motoring.

Noel Sargent.

DIARY DATES

- October 13th Coffee and Chrome, Chateau Impney, Droitwich, WR9 0BN
- November 8th - 10th Classic Motor Show, NEC

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottygsxr@gmail.com

WARWICKSHIRE / LEICESTERSHIRE

Another 'summer' gone. As I sit here writing this, I am seriously considering putting a pair of long trousers on! But enough about my fetishes. Blooming cold and wet.

August was busy for us with loads done, Ibstock Country Fair was, as always, a lovely event. The Bank Holiday weekend was busy with us split over a number of events around the country. Silverstone Classic of course. It is such a shame they moved the date to the bank holiday as that has reduced our attendance as a club, down this year to just 12 cars on the busiest day. We used to get 50+. Di and I and 6 other pairs were down at the Gloucester goes Retro event on the Saturday and Pershore Plum Festival finale on the Monday. We're winding down a bit now but this weekend, 15th Sep, we are again split between two events, Coventry Leofric Lions Classic Car Festival and Hinckley's Classic Car Show. 800 cars are pre-booked into Hinckley, that must be one of the biggest, if not THE biggest town centre show. We started that in 2010, when we put 8 Stags in the Market Place as part of our round Britain relay of Socrates celebrating the Stags 40th birthday. The town's BID people saw the reaction and started the show later that year. A few of us are off to the Isle of Man for the Classic Car Festival, which am really looking forward to, given that my maternal Grandmother was Manx. Hoping to catch up with relatives whilst there after the event, as we have extended our stay by an extra week.

I have fitted my rear Stag springs at last. 2k is just sitting there awaiting a full braking system refurb and we have started wiring Sam's GT.

Keep smiling.

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 are now fixed for the SECOND FRIDAY of the month at the GILKS GARAGE CAFE, Banbury Road, Kineton, CV35 0JZ. From 6pm-8:30pm. 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?
- 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

- Oct 2024.
- Nothing planned as such BUT look out for emails/ whatsapp for impromptu events.
- Nov 2024.
- Fri 8th – Sun 10th - NEC Classic Car Show.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth
Tel: 07906 971960 tony.lapworth@outlook.com

WORCESTERSHIRE

August events are dominated by the Pershore Plum Festival which is on the bank holiday Monday. The grounds of Pershore Abbey are smothered is classics of all marks, modern to vintage, and the Stag Owners Club put on a magnificent display with over 25 Stags contributed by our area, but also Cotswolds, South Birmingham, Warwickshire/Leicestershire and I am sure others as well that I didn't manage to meet.

For our September N&N we were back at our usual haunt, The Oak, where we discussed our upcoming trip to Northern Ireland. I have been in touch with Brian Linden from the Northern Ireland group and he has been very helpful with our arrangements. Thank you Brian and your team.

Unfortunately Bob and Kates car is suffering from a leaking fuel tank and they were unable to get a replacement in time, so they will have to go in their everyday car. Well at least it happened before we set off.



At the Pershore Plum Festival

DIARY DATES

- 3 Oct - N&N
- 18/19/20 Oct - Murder Mystery Weekend
- 2 Nov - Breakfast N&N - The Oak
- Nov (TBA) - Batsford Arboretum
- 6 Dec - Christmas Dinner

2025

- 9 Jan - AGM
- 8 Feb - Breakfast N&N - The Oak
- 8 March - Breakfast N&N - The Oak
- 2 Apr - N&N The Oak
- 27 Apr - 2 May - Spring break, The Old Hall, Caister-on-Sea

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

SOUTH CHESHIRE / NORTH STAFFORD

This year has absolutely flown by, we personally have really noticed it because of all John's hospital appointments and visits, which is why we have missed so many shows this year.

I really must thank Nigel and Joanne Cross for taking on the responsibility of looking after the events and shows for me, they are absolute STARS and very good friends.

John's hospital procedure will be this side of Christmas, so we shall see you all after Christmas.

Best wishes, Judy.

Judy Harrison
Tel: 0161 748 4608

SHROPSHIRE & SOUTH STAFFORDSHIRE

Steve Ellison
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OUT & ABOUT

NORTH EAST

Regional Co-ordinator:
Graham Falshaw meredies@talktalk.net
Tel: 01977 677733

CLEVELAND & CO DURHAM

The two-day Croft Historic Festival Weekend and Show took place on 10th and 11th August. We had three stags each day, Stuart, Stephen & Christine, and me on the Saturday with Ian & Christine replacing Stuart, who had a prior engagement, on the Sunday. There was a full programme of historic racing to watch on both days as well as other attractions to keep everybody occupied. On the Sunday all three of us took to the track for our two laps of the circuit. Thanks to the TR Register for welcoming us on to their stand, we just don't have the required response to be there as SOC. Particular thanks to Trevor of TRR who did all the bookings and did his best to keep us updated on the issuing of tickets, which were done by email for the first time, I think it would be fair to say there were some teething troubles, though all turned out well in the end.

Saturday of Bank Holiday weekend, Graham & June and I went to Ingleby Cross for the Classic Car and Motorcycle Show, which is a relatively small gathering on the village cricket pitch. Parked just behind us were Debra, Simon and Freya, who had driven over from Barnard Castle for the day. The weather on arrival was fine, but around lunchtime it started to rain, which prompted a number of entrants to leave early. It wasn't too much later that the rain stopped and the sun came out and we had a very warm afternoon.

The following morning, we had an early start to be at West Auckland to meet up with Ian & Christine, Jo & Karen, Nigel & Jennifer and Trevor for the drive to Haughton Castle with Northumbria. The rendezvous at Errington Coffee House didn't turn out quite as planned when we were unceremoniously moved on and had to carry on and wait at Humshaugh for Roland's convoy before continuing to the castle. Thanks to Roland for having us along again, I'm sure he will have sent in some drone photos for the magazine.

On Sunday September 8th we had our drive to the Fat Lamb for lunch. The weather was poor, damp and foggy, with heavy rain expected. The A66 was busy and congested in places, both outward and return, I think it could be something to avoid in the future. Nevertheless, it was good to meet up and do some catching up after the summer.

Mike

Mike Reeve
Tel: 01642 710101 michaelreeve121@btinternet.com

NORTHUMBRIA

I was the only Area rep attending the Standard-Triumph day in Ambergate at the Great British Car Journey although I met members from Manchester and Notts/Derby. It's a great museum with self-guided audio if you are interested in the rise & fall of the British car industry – 130 British cars including Herald, Vitesse, TR6, TR7, Spitfire, GT6, Acclaim - but no Stag!

On 25 August we were delighted to meet Cumbria member Patrick Elliott who set off in his Stag at an unfeasibly early hour to cross the Pennines to join



Stags and TRs at the Croft Circuit



At Haughton Castle

members from Northumbria, Durham & Cleveland and the TR Register on a convoy drive through Humshaugh along the wooded banks of the North Tyne to Haughton Castle, our penultimate private grade 1 listed castle visit of the year.

Jonathan, in fluorescent jacket and usual quiet panache, arranged a truly awesome line up of 29 classic Triumphs for our resident drone pilot Natalie to capture for posterity. The display by 16 members (14 Stags, one Vitesse and one Spitfire) and 13 friends from the TR Register was the first ever Classic Car display at Haughton Castle. We met Steve Proctor on his first drive; and were offered a most interesting talk on the lawn in front of the castle about the magnificent home of the Braithwaite family and its place in Borders history by Anthony Braithwaite himself; 3 generations of his family genuinely enjoyed our Triumphs and they were happy to talk with us informally afterwards about the use of the castle as a film set. Homemade scones with jam were consumed and were accompanied by the most agreeable Bluegrass vocal harmonies of The Todburn Brothers on banjo and guitar. The weather defiantly remained dry for the duration of our 90 minute visit. Thanks to Mike and Durham & Cleveland members for supporting our event and once again, in lieu of an entrance fee to the estate, both clubs were happy to support our host family's chosen charity the Friends of Humshaugh First School with a material donation of £400 (including gift aid).

At the request of the TR Register we did a quick audit of the last couple of years or so to summarise our joint clubs' charitable giving over 11 drives together to private estates. The total from our Area is £3,300. One wonders what our national figure would be and whether the Club should monitor our charitable giving…

Adding more variety to our membership, friends Alan & Jean Gardner, in their very impressive white 1971 Vitesse (one of the last made just after Stag production had started) joined the Club at Haughton Castle and after many years Alan Weddell, whose white Stag is under restoration in Morpeth, has re-joined the Club. Welcome to all of you.

We have at last sourced a really good quality cheap commercial high resolution photo printer for those requiring good prints; and so you can plan your holidays here is an outline of our club events for the next 12 months!

DIARY DATES 2024/25

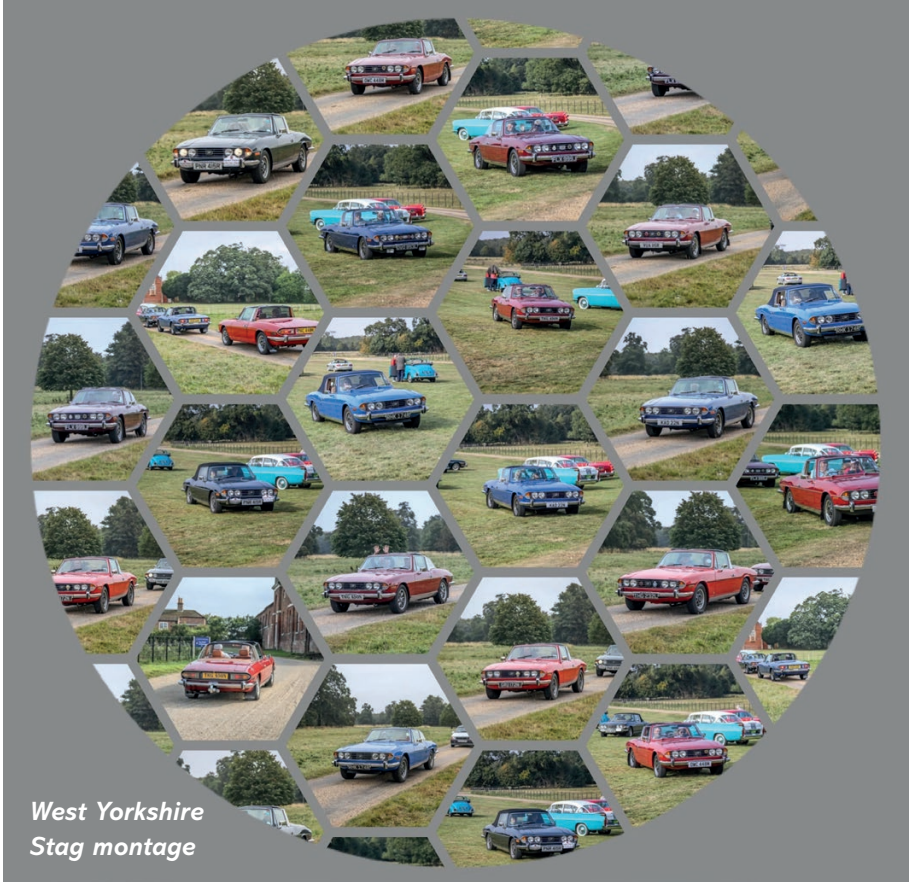
- 20 Oct – final private castle visit of 2024 – Callaly Castle
- 27 April – Drive it Day visit to 17th century country house near Alnwick for cream tea
- 18 May – drive to Greek Revival style grade 1 listed country house and gardens
- 15 June – drive to 18th century castle near Scottish border
- 6 July – flagship event – longer drive to fabulous private estate near Keswick; view owner's private classic car collection
- 3 August – flagship event – 16th century grade 2 listed country house once the home of a prime minister and used as a WW2 PoW camp
- 28 Sept – drive to grade 1 listed 18th century country house owned by the current family for 325 years

Roland & Brian

Roland Tate
rolandtatetcf@gmail.com

WEST YORKSHIRE

As the days are getting shorter and the nights longer summer seems to be a thing of the past with the nights getting cooler. We in West Yorks now only have 5 shows left on our planner although we do have a trip arranged to see a Lancaster and a Mosquito bomber taxing down the runway along with what we hope is a good photo opportunity with the Stags lined up in front of them. We also have the West York's Stag Show at Halifax, which takes me back to last month when we



West Yorkshire Stag montage

organised another car show for the Stags, this time at Elsecar Heritage Centre, not as big an event as I hope Halifax's Piece Hall will be with about 13 cars showing at Elscar but nevertheless a different venue with plenty to see and do. Locke Park has always been a popular show with a lot of our group and by the look at some of the photos taken a good day was had by all even Mike and Lesley Nixon climbed the tower to get a picture. Burley in Wharfedale car show this year it was noted that some of the space allocated for us was taken up with a Land Rover or two. A new show for us this year and another chance to get cheaper entry to another stately home at Burton Constable along with the house there was a chance for some to try their hand at archery, being in East Yorks or as some may say, the East Riding of Yorkshire it gives people the chance to take a more scenic route and enjoy the countryside. The Ripon racecourse show is held twice a year and by all accounts seems to be slowly dying a death as the number of cars and stalls selling car paraphernalia was significantly down on previous shows.

At our last Noggin & Natter, Gary Cigan mentioned that it would be good if we could do more runs out and John Philips stood up to the plate and has organised a run for the 13th of October. It only leaves me to say runs and events can be organised by any member of the group as Melanie is this year hosting our winter warmer.

A new member to our fold and one I hope to get a chance to meet in person at Piece Hall, Ian Fay, I rang him and had a quick chat about our group and he told me about his car which he is renovating so although he may not yet be able to join us in his Stag, he has already renovated an E type which I gave him the ok to join us in that until his Stag is back on the road

We would Just like to give a big well done to Andy Mathers for his 10 countries in 5 days challenge and some wonderful photos, what a good emissary for the Stag Marque.



View from the tower

DIARY DATES

- Noggin and Natter at the Delacy Club, The Old North Road, Brotherton, WF11 9ES. 1st Tuesday of the month 7.30 pm for 8.00 pm start

Wayne Day
Email: westyorkshire@stag.org.uk
Andy Maughan

NORTH YORKSHIRE

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
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MANCHESTER / NORTH CHESHIRE

The last few weeks have seen us continuing to get out quite a few times, and the most notable thing has been the chance to meet several members for the first time. At Tatton Park on Saturday 17th August, we were joined by David Bradbury from Congleton, showing his car for the first time and then new member, Phil Kay from Bury visited the following day, after a quick juggle around with tickets. Phil joined us again on 1st September at Arley Hall and had a good chance to chat with us about his plans for his car.

Also at Arley Hall, Mike and Anita Mitchell from The Wirral, who I had not met previously, stopped by to introduce themselves and have a chat, although not out in their Stag. This was my first time at a Great British Shows event and both the organisation and venue were well worth the visit, although the threatened rain appeared about 2.00pm and resulted in quite a few people heading off site earlier than planned. For once, several of us were persuaded by the circulating professional photographers to pose by our cars and of course a few were also persuaded to part with cash and take home a nice photo. Ah well, a lot better effort than my amateur shots!

In between these, over the August Bank Holiday there was another show at Capesthorne Hall and a few members joined in the Prestatyn classic drive out on the Sunday and their town centre show on Monday. Graham Hart had shown his Standard Flying 8 again and collected yet another award, with 2nd place in the pre 1945 class.

On Sunday 8th September six cars from our area met up for a run over to the Triumph day at The Great British Car Journey Museum in Derbyshire. Fortified by a good breakfast stop in Buxton and braving some dodgy weather, we arrived at our destination to be greeted by a good selection of Triumph cars and some pleasant sunshine. The museum itself proved to be a very interesting visit, with some lovely background stories around the assembled exhibits. After being contacted a couple of days beforehand by new member Harvey Wilkins from Middlewich, he joined us for the day out, taking up my spare place in the passenger seat. Harvey is very keen to research his options before buying himself a Stag, and had a good opportunity to chat with people and look around cars attending. Hopefully it won't be too long before he finds a suitable car and gets out with us again.

By the time you read this, several of us will be back from our trip over to the Isle of Man, for the Festival of Motoring and will report on that next time. Until then, please let me know if you have any news to pass on or come along to our next scheduled meeting.

Nick Rowland



At Arley Hall



Breakfast in Buxton

DIARY DATES

- October Sunday 13th Meeting at Rixton Community Hall 4.00pm.
- October Sunday 27th Anson Engine Museum Steam Day.
- November Sunday 10th Meeting at Rixton Community Hall 4.00pm
- December Sunday 8th No Meeting

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

Hi All

September already not long before we have finished our program for this year at our N&N last night we had 16 members including Franek a long term Stag owner but his first time at our get-together's it was good to meet him and hopefully we will see him again. The main decision made there was the date and location of our Christmas Lunch. It will be at the Calfs Head at Worston the same location as last year this year on the second Sunday in December which is the 8th December. Unfortunately the price has increased slightly if you are not on my mailing list and want to attend let me know ASAP as I will have to book. the menu is on their website.

Since last month 2 of us joined Judy's area at Tatton Park on the 17th 7 cars on the stand, it was good to catch up with other areas and their coordinators, the weather stayed dry for us so we managed to have a good look around lots of stalls but auto jumble is much less than it used to be there were plenty of classic club stands, also lots of private entries with some very nice cars.

Sunday the 18th saw 9 Stags and 19 members attended our John Whittaker run. This year we started from Salmesbury at 11:15 not brilliant weather but it didn't rain. We drove along quiet roads via Whitechapel, Garstang, Cockerham and on to the Dalton Arms at Glasson Dock for a leisurely lunch arriving around 12:30, the landlord and his team were very obliging and could not do enough for us. He closed off the car park for us so parking was not a problem we had a really enjoyable meal the service was excellent and everyone had a good chat it was good to see Malcolm and Marie not in their Stag as it is part way through a long term restoration saga but it is now up to the reassembly stage as it is back from the paintshop the rolling shell looking very smart, next year Malcolm we will book a better summer for you to inaugurate it. Around 2:30 the sun had come out so all the tops were down we set off on the second leg back through Cockerham, Oakenclough, Chipping, Whalley and on to Mytton Fold arriving around 3:45 for a final Coffe or drink again everyone had a good chat and relaxed after a very enjoyable day out.

Sunday the 8th September 6 Stags 10 members went to Lytham Green a show put on by the Blackpool Vehicle Preservation Group. Weather started dull but dry this soon changed to rain from 11.00 on. We managed to put up our shelter while it was still dry but it was definitely needed for the rest of the day. Maybe the weather was the cause of the smaller than usual turn out of classics but always a good location and good day out. The ladies present enjoyed the non alcoholic Proseco which was discovered later on not to be alcohol free (possibly the reason for some of the joviality). Altogether everybody seemed to enjoy the day and had a good laugh, we also won the plaque for the best club stand.

By the time you read this report we will have attended our last show of the season which is the Rotary clubs show at Elland or the alternate venue of Piece Hall at Halifax. More about these next month.

The location for our meetings at present is:- The



At the Dalton Arms

Feilden Arms Pub, 2 Whalley Road, Mellor Brook, Lancashire BB2 7PR

from the M6 leave on junction 31 and take the A59 towards Clitheroe after 2Km bear left at lights past BAE Salmesbury and at the next roundabout turn right the road bears left and just around the corner is the entrance to the car park at the Feilden Arms.

Our regular meetings take place on the SECOND TUESDAY of each month at 20:00 hrs. EXCEPT JULY

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton
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WEST LANCASHIRE

S.O.C. attendance at Tatton Park was a little disappointing, 7 on the Saturday and 9 on Sunday although the weather was quite good (photo). As I have commented previously, this location, for years hosting the flagship classic car events of the North West, seems to be losing it's sparkle. and public footfall seemed to be less than usual.

The following weekend (August Bank Holiday), there were four of us at Capesthorne Hall. The weather was dull and cold, and the threatened showers in the afternoon prompted early departures.

I have to admit that I did not attend Arley Hall on 1st September, or Cholmondeley Castle on the 8th, a venue rarely available in recent years.

This will be the last time that I will write as "West Lancs." As many will know, I have been living in North Wales for some years, but up until Covid, still held meetings in the West Lancs. area. However, these were not well attended, and the enforced layoff and members selling Stags, depleted the potential attendees further. I feel guilty about letting the area go, but after discussion with the other local Coordinators and the Regional Coordinator, it was proposed that I should become the North Wales Coordinator, subject to Club approval.

Subject to agreement of the other local coordinators, I will continue to facilitate attendance a shows in the North West as well as North Wales.

Nigel Cross
Mobile: 07766 696393 crossnigel95@gmail.com

NORTH WALES

This is my first piece as North Wales coordinator. Having supported Peter Tolhurst for the last few years, it was apparent that the meetings at the Plough were not well attended. However, one of the other classic car groups in the area, which incorporates the TSSC and one of the MG clubs, actually includes six Stag owners, most of whom are also S.O.C. members.

Accordingly, I am proposing that we should combine our meetings with them. Indeed, two refugees from the Plough (Martin and I) joined them at their meeting on 3rd September. There were 9 present at the meeting, in spite of several of the regulars, including 2 of the Stag owners, being away on the NWC500 at the time.

Future North Wales S.O.C. meetings will be held at the Northop Hall Cricket and Hockey Club, postcode CH7 6DE on the first Tuesday each month at 19.30. Perhaps this venue might also be attractive to S.O.C. members in the Chester and Wirral areas who have previously been quite distant from an area meeting venue.

In respect of show attendances, I attended the static Prestatyn Show on Bank Holiday Monday (there was a road run on the Sunday). Prestatyn High Street and the main central car park were closed off for the day and several hundred classic cars were on display. The town centre was packed and all the food outlets were doing a roaring trade. There were 6 Stags, including mine, on display, scattered around the car park. Most were S.O.C. members and known to me, but one or two weren't.

Nigel Cross
Mobile: 07766 696393 crossnigel95@gmail.com

OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:
Willie Clark wos-stagclub@hotmail.com
Mob: 07939 928839

WEST OF SCOTLAND

The last show we attended was at Biggar on the 11th of August. After a very stressful lead up to the show waiting for the passes to arrive, which only arrived a couple of days before we went, the show itself went really well. We had a good number of people attending the stand and were kept very busy all day. It actually helped the fact that we actually got a scorching hot day (in Scotland which is a rare occurrence). Ice-cream vans were the most popular attraction of the day.

We then did a lovely run on the 1st of September. Meeting up at Cairn Lodge Services (Happendon to the locals) we took the scenic run up to Wanlockhead. This is the highest village in Scotland where the TV show Hope Springs was filmed. **See the full report in this magazine**

Next and last show for this year is Scone in September.

Meetings are still held at the Redhurst Hotel on the 1st Tuesday of each month, come along and join us for a natter.

Willie Clark
Mob: 07939 928839 wos-stagclub@hotmail.com



EAST OF SCOTLAND

A few Stags attended the classic show at Ladybank near Cupar in Fife at the end of August. A rather damp affair by all accounts, but a nice show – smaller than most of the other shows but maybe we'll have a club stand there in future if there's any interest. Still time for an end-of-season run to enjoy the Indian summer which must surely be coming, so suggestions welcome as ever. 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

GRAMPIAN

We are coming to the end of Rally season and It will soon be time to lock them away for tinkering.

Shows this year continue to get busier with both exhibitors and visitors. Unfortunately the weather hasn't been kind to us in quite a few meetings but recent ones have been held in warmer conditions. Meetings are at the Leys Hotel, Main Road, Blackburn, AB21 0SS.

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



NI Stags with Worcestershire Stags at Spelga Dam

NORTHERN IRELAND

Thanks to Worcestershire Stags visiting Northern Ireland, (and Co.Donegal.) we have had a busy End of Season event spread over several days. Four of our Stags met Paul Catterall and his convoy of five Stags and two moderns at Newry. We took them away from the boring motorway for a scenic trip along Carlingford Lough to Rostrevor before heading into the Mournes to Spelga Dam. And the Trassey River area. Things went a little pearshaped thereafter. We lost a few of them!

Resourceful folk that they are, all turned up to meet Mofffett and Brian for the drive along the Antrim Coast Road before heading off the explore the Giants Causeway. We have a party of four 'Western' Stags alerted to check on them when they arrive to Derry/Londonderry, but thats a part of the story for next month.

We will round off the Season with a visit to the Ulster Aviation Society on Saturday 14th September.

Brian Linden
Mobile: 07979954381 bflinden@aol.com



NI Stags meet Worcestershire Stags at the Flagstaff Hotel

OUT & ABOUT

SOUTH CENTRAL

WILTSHIRE

Some great news on the status of the Stags in Wiltshire, Nick's car, now on the road having had all exhaust bolt holes heli-coiled, which involved an engine out exercise, John Goff has resolved his ad hos engine stopping problem, it seems that it was down to a combination of incorrect timing and carburettor settings, John successfully completed a 72 mile test run, with Margaret sitting at home by the telephone just in case. John and I delivered his damaged Stag to Cotswold Accident Repair, Mark, the owner, who runs a Triumph TR5, thought it would be ready before Christmas, more dependant on parts availability than time to do the job, although Mark and his wife were about to set off on a 4 week trip across France, Spain and Portugal.

Our September Natter and Noggin was a bit thin on the ground with members, just Jeff & Hazel, Nick Machin, Phil Rowe, Robin Mortimer and John Garnett and myself, it was John's first meeting since his attempts to redesign the front of his Stag, so guess what the topic was? We presented Robin with his Certificate for Best wheels awarded back in July at our Pride of Ownership evening. Later this month Ray & Sue and Carol and I are off on the Scenic Tours Isle of Man Classic Car weekend together with 350 classic cars including 37 Stags

This month saw our 8th "Wiltshire Stags go to Wales" excursion, **See full report in this magazine**

In October, depending on the weather there will be Classic on the quay at Christchurch on Sunday October 8th and we will try to get a Sunday lunch and run in before the winter sets in, hopefully on October 20th, but keep and eye on our diary. We'll also look to start planning our Christmas dinner/lunch as we noticed in Brecon that there was a Christmas tree (with lights) in the hotel foyer.

Details off all the our events and venues that we will be attending as Wiltshire SOC are included in our online 2024 Diary https://www.stag.org.uk/wiltshire-area-welcome-page/wiltshire-soc-diary-2024/ 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 becomng more popular during the winter months

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

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

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

WILTSHIRE AREA WEBPAGE

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

Glyn James
Tel: 01367 810569 wiltshire@stag.org.uk

OXFORD

For the August Stag Owners Club meeting, the Oxford Group decided that with the Chequers still closed for renovation, the meeting would be held at the Haddenham Classics coffee and cars meet. This event is held monthly at Broadmoor Farm in Haddenham and proved to be a great, informal car meet. There was a wide range of cars from all eras present, from a couple of tiny Fiat 500's right through to some V8 muscle cars from the US, so it was a perfect backdrop to accompany a bacon buttie and a cup of tea.

The Stag was well represented with six from the Oxford area attending and two extras from Thames Valley. Most of the Oxford area decided to meet up in a layby before going to the venue in convoy, which meant they could all be parked up together.

The venue had plenty of room and after a good look around the different classics, our meeting centred around structure and the shape of future meetings with a change of co-Ordinator likely as Gary is now unable to continue with the role due to additional work commitments.

The Oxford area is lucky enough to have a couple of members who have been both coordinator and deputy from other areas, so it was soon acknowledged that this discussion was a common topic of conversation from the breadth and width of the country, which gave structure to our discussion.

As mentioned, we have several keen members within the group, with different views and priorities from what they wish to have from the group. This led to interesting discussions and there was a general agreement that each member could bring different skills set to the area, and as a result we suggested appointing informal responsibility to different members.

For example, Richard Green (Jnr) is already committed to populating the website and has agreed to take the



At the Haddenham Classics

lead on producing the monthly article with the support of Richard Green (snr).

We have members interested in pan European tours, so a lead will be appointed for arranging these future trips. Attending local events gives the greatest interest to members so we'll allocate a section of our agenda to cover the upcoming events locally, with the final area of responsibility looking at doing some guided drives in a rally format, which was well enjoyed last time.

Of course, the main bedrock of the area will continue to be the monthly meeting which everyone agreed was the key part of this club as it develops great social networks, provides a regular sound board for issues resolution and ultimately an excuse for members to meet up, and maintain interest in these great cars.

To this end, we have secured the next club meeting back at The Chequers, Weston-on-the-Green and for now it will still take place on the last Thursday of the month, which means the next one will be 26th September.

The meeting will surely focus on how we can continue with a structure for our area, whilst meeting the wishes of each member. In between a few of our members will be reaching out and joining meetings in neighbouring areas, so we look forward to seeing some of you in the next few weeks and months, where we hope to unlock even more conversation topics.

To supplement the monthly meeting, a tour around the Mini factory in Cowley is also being arranged, which promises to be an interesting insight to how modern cars are assembled.

As ever, the area is more than happy to accept new views and all new members, and any new ideas are more than welcome, so please reach out on the contact details below.

Richard Green (Jnr)

Richard Green
Deputy Co-ordinator
oxford@stag.org.uk

THAMES VALLEY

August had been a quiet month with members on holidays and family commitments so very little has been happening.

The only event we took on was another trip to Haddenham for the monthly classic meet and a spot of breakfast with the Oxford Group, Three of us from Thames Valley made the journey on an overcast day but it all stayed dry. As before we met up at Haddenham Station at 09.30 and set off in convoy to the venue at 09.45, a total of nine Stags attended so we had a visible presence, after a browse around the various cars on display we went forth for coffee and breakfast baps before departing at approx 12.15 for our various destinations.



We have no events planned except for the monthly N&N at this moment but we will keep all updated via Whatsap and email if that changes, anyone with any suggestions please feel free to put them forward, a sure some will be interested in participating.

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

DIARY DATES

- Tuesday 8th October - Monthly N&N, Shire Horse, Littlewick Green.
- Tuesday 12th November - Monthly N&N, Shire Horse, Littlewick Green.

David Yapp
Mobile: 07970 059716 TVstags@hotmail.com

COTSWOLDS

October Meeting Saturday 26th
Meet at the White Hart, Broadoak GL14 1JB for an 1100 departure on a Forest of Dean / Wye Valley drive.

Welcome to Chris, recently joined and now proud owner of a usable Stag. The car was picked up in secret and driven round the local area for testing but developed a lack of power after some 100 miles. This occurred the day before the big reveal to members gathered at Gupshill for our monthly meeting run. Mark and Tim began work at 0730, stripped and rebuilt the carbs, re-timed the ignition by 1030 and made it to the surprise reveal. Still mysteriously underperforming, but otherwise a successful first outing and further investigation / work will find a solution.

Due to porous Stag wheels, I run with inner tubes but encounter ever more reluctance by tyre centres to supply or fit. The common response is 'Can't get them sir' or 'It's illegal to fit them', which is not entirely correct. Happily, there are still some outfits, usually the ones with the least flashy premises, who will oblige. On collection I found that instead of a tube, sealant had been applied to the wheel's inner surface. Only time will show the effectiveness but if successful, full marks to Ski Tyres for not charging!

August Bank Holiday brought numerous options with Gloucester Retro attracting several Stags, including Reg and Ann's representing us. The unusual electric bike parked adjacent, designed and constructed by Reg's son Paul, drew more attention than the Stags!



Just a couple of us at Twyning with plenty of interest in the Stags and a wealth of V8s in attendance, so we were in good company.

Pershore brought a great turnout, an extensive range of vehicles and an opportunity to catch up with Stag Club friends. Inevitably, there were comments, and non-attendance in some cases, due to this being a show which charges exhibitors but not the general public.

The much smaller Newent show held on the following weekend had a varied field of cars, including a much modified Trabant with clever and amusing detail such as coils in the form of beer cans, but not sufficient to justify a whole day out. Easy enough though to to come and go as one wished.

An impressive 10 Stags for our August meeting run, with Mark leading the convoy and Rupert at the tail, which is much more fun as there are opportunities for speed. I did struggle a bit to catch Rob and Shiela though, in their innocent looking but impressively modified example. All made it, by various routes, to the Plough at Ford which coped well with our unannounced arrival for lunch.

Mark has spent much time working through our 'local' membership list and contacting those who fall within our patch whom we have yet to meet. All contacts were requested to confirm continued inclusion on our email contact list, and hopefully everyone has now done so.





The Solent area treasure hunt

THE BIG APPLE HARVEST TIME 12th / 13th OCTOBER MUCH MARCLE

A celebration of local apple and pear production based in and around Much Marcle with production demonstrations, fruit and it's various products for sale, country walks and eating options. Although limited at the time of writing, more information may be found on bigapple.org.uk

I am inclined to suggest Saturday 12th for a group attendance in case of a wet field car park becoming impassable by the second day.

SOC AGM SUNDAY 24th NOVEMBER GAYDON

Not quite as near to us this year and a change of format too, but this is your opportunity to table a proposal and / or vote for the running of YOUR Club. You may also nominate recipients for the various Club awards - please see elsewhere for details.

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

DIARY DATES

Saturday 12th/ Sunday13th October Harvest Time, Much Marcle

Saturday 30th October Autumn colours drive and meeting, tba

Sunday 24th November SOC AGM, Gaydon

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber
Mobile: 07745 495264 rupertk@hotmail.co.uk

SOLENT & NEW FOREST

Well, that was the summer, autumn is officially here. The sun is scarcer and the rain is colder and more frequent. But hey, we laugh in the face of these minor irritants, don't we?

To this end, we celebrated the tail end of summer with a Sunday run. Not just any run, oh no. this time we had a treasure hunt! Again, organised by Sally and David, nine cars met at Hedge End in glorious sunshine for the start, consisting of seven Stags, a Volvo Amazon and a



Merc daily driver of Peters. After a chat and catch up we all set off, following the prescribed route and looking for clues along the way. This time it was Tony and Sues turn to take the 'interesting' route, as they were seen heading purposefully in the opposite direction to the rest of us! The 45 mile route took us on a trip around and about the Meon Valley and out to the Southdowns National Park, before turning back and finishing at the Horse and Jockey at Curbridge, where we took refreshments in the garden as the results were checked and winners received prizes…. then Tony and Sue arrived!

We are now keeping fingers crossed that the weather holds for our next outing in September, this time to the Whitchurch Silk Mill.

I'm pleased to say that the monthly meet resulted in some ideas for next year, Sunday runs and possibly a long weekend or two away somewhere. And of course, there is the European Stag meet to look forward to. It's shaping up to be a busy year!

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

OUT & ABOUT

SOUTH EAST

Regional Co-ordinator:
Steve Kiefer schkiefer@aol.com
Tel: 01689 854700

SOUTH EAST LONDON

We made it! As I write, I am in a hotel on the Isle of Wight on our first full day of our areas trip away. 7 Stags + 1 kia Niro! Given the weather I don't blame Mike & Ann in the slightest for not taking their Stag, it has been atrocious!

We all met up at Cobham services on the M25 and attempted to follow a route kindly devised by Mike H. However, a combination of late departure from Cobham, roadworks, traffic and it chucking it down, we had to resort to sat nav and fastest route possible. Despite an original eta at the ferry terminal a good hour before our departure time, we literally made it with a few minutes to spare. I think several of us had resigned ourselves to missing the ferry we had booked. Somehow Chis & Zoe, and Harry managed to arrive so early that they ended up on an earlier ferry! Tony & I had a bit of a scare on the way down a large piece of what I think was thick plywood flew off the back of a passing lorry passing right outside my driver's side window and towards Tony. By some pure bit of luck it landed flat and Tony ran over it. It could have easily hit and gone through the windscreen of either of our cars! Other than the total chaos, we all miraculously arrived at our hotel in Newport safe and sound, if a little jaded!

Chis, Zoe and ourselves pretty much headed straight out and found a maritime museum / craft outlet and had a bit of a look around there, although it was a bit late in the afternoon and a lot of it was shut. We all met up in the Beefeater for our fist nights meal and a few beers. It isn't often we get a chance to have a carefree evening, not having to worry about having to drive home afterwards. It



was a good evening, I haven't laughed so much in ages!

The first full day we had a bit of an early wake up call as a large helicopter landed and took off in the adjacent field at about 5:30AM. It was very loud!

True to form it was raining, we managed to pack quite a bit in though. After a lie in and relaxed breakfast, we headed off for a bit of Gin tasting. The venue was a lot smaller than we anticipated so we weren't there all that long! After that we headed back to the museum/craft outlet with the rest of the gang and had a better look around. I think we were all a little apprehensive about the parking, it was on wet grass, in a field, with a muddy track, the last thing you want with a rear wheel drive car like the Stag. We all made it out though, and duly headed off to a Military Museum. There was some really interesting stuff there, a lot of small general household bits and bobs as well as the military equipment. There was an attentive guide who spent a lot of time with a number of us and gave a talk and a hands on session with some of the guns. Deactivated I hasten to add!

Chris Skinner
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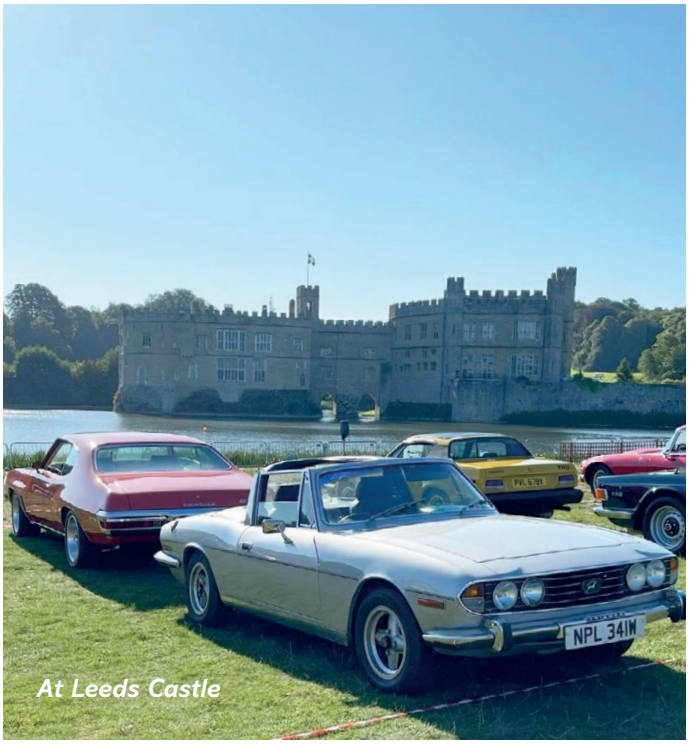


At the Bexhill Show

EAST SUSSEX

As usual at this time of year, there are lots of activities for our Stag owners and this month, Elissa Rawlings has been 'out and about' for our club. Here are her highlights from the following shows:

'Motors by the Moat' classic car show at Leeds Castle. We are delighted that this event is back in the calendar after a break of several years. The Castle setting is a stunning location and there were hundreds of classic, vintage, high performance, and glamorous cars on the lawns around the moat – Maserati's to Minis. Exhibitors had free entry to the castle! The programme of events included live stunt shows on the drive by Terry Grant, international stunt driver and a Jet Ski team demonstrating backflips, spins and aerial tricks on the castle moat.



At Leeds Castle

'Bank holiday shows' August bank holiday weekend offered two local options and several of our club members attended both. Hellingly Festival of Transport is a very popular event amongst our members but this year it rained all day on the Saturday and there were very few cars on display and visitor numbers were well down. However, our hardy club members wanted to show support for the organisers and risked it despite the forecast! It didn't help that the gazebo leaked! Still, we ate our picnics, had a good natter and stuck it out to nearly 3 pm!

The second show was the popular Bexhill 100 Motoring Club's flagship event at The Polegrove, in Bexhill. It's held on August Bank Holiday Monday and raises lots of money for local charities. The aim is to raise £20,000 each year. Vehicle entries were up to the maximum number well before the date of the show and 530 classic and custom cars and motorbikes were on display.

The Polegrove is a great location. It's very near the Bexhill seafront, the town centre and the De La Warr Pavilion so attracts a lot of visitors. On this occasion it was a sunny day so everyone could enjoy the live music and the Football Club bar was open. Clem and Richard had taken their swim gear but unfortunately it was a bit too windy for their traditional dip in the sea! Even so, a very enjoyable day!

Sandy Gent on behalf of Bryan Gregory

DIARY DATES

- Breakfast meeting: Green Man, Ringmer 14th September, 19th October
- Autumn Tints run 20th October

EAST SUSSEX AREA WEBPAGE

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

Bryan Gregory
Tel: 01424 430050 bryangreg@talktalk.net

KENT

Recent Events

12 Aug 24 The clean car competition decided by a poll of the members present on the night was won for the second time by Andy Carr, with runner up Mick Keohane only losing on a count back of second place votes. (see pic)

13 Aug 24 Lester Edmeades Funeral. Thank you to everyone who turned out to be in the cortege of classic vehicles to support Wendy and family. It was something very special with a memorable service commemorating the life of a lovely man of many achievements who was taken from his family and friends far too early. Lester had told Wendy to fill the house with friends after the funeral and many from Kent Area attended to remember him. Thank you, Wendy and family for the hospitality.

1 Sep 24 Treasure Hunt 2024. Thanks to Jonathan and Lesley Moss for all their work in researching the route and clues for a great day out. The weather was kind to us and we enjoyed some lovely sunshine. The route headed South from Maidstone Services to Sissinghurst village, stopping at five other villages before onwards towards Rye and Rye harbour where we turned north eastward, returning via Newchurch and the Romney Marshes and finally arriving at the last destination of the Conningbrook Hotel in Willsborough, Ashford. We had drinks and a pause whilst the answers sheets were marked. Congratulations to all who completed the whole route and in a remarkably close finish with John & Janet Anstiss Runners Up, the Winners were Dave and Louise Howlings, who perhaps had the advantage of being 4 up with teenage children - Charlotte and Michael helping out.(see pic)





We had a meal booked at the Conningbrook Hotel, which was standard hotel fare. I liked my fish and chips, but I enjoyed it even more when the young staff insisted the dinners were pre-paid (they weren't!!). It was difficult to prove we hadn't paid already and get them to accept our payments, but well done, Janet Anstiss, who managed to find a grown-up staff member and convince them to take our money. Otherwise, Jonathan, who was away visiting family, would have had a big shock when the Hotel Management charged our total bill to his credit card!

Our regular Second Monday meeting was very well attended, so thank you to all. Amongst the topics discussed were the recent Treasure Hunt, where Dave and Louise Howlings were congratulated on their recent win, plus they have volunteered to set a course for next year too.

We also had a straw poll on the new format SOC AGM, which showed no support for the new format at Gaydon. We will see what happens, but it is a very long run from the far corners of Kent to the Midlands for a one day event of little interest to most members.

Recent car meets since the last meeting included Penhurst Place and Aylesford Priory, both of which we agreed were great shows and we would make an effort to support them in greater numbers next year. It has also been suggested the Tractorfest at Biddenden would be a good show for next years calendar, along with the new revised Bromley Pageant once further details are known—it won't be at Bromley due to ULEZ issues!

We also discussed the forthcoming Isle of Man Tour to participate in the "Best of British" Event being held on the island. A big thank you to Ursula and Alistair Mitchelhill for hosting the pre-tour meeting at their lovely house on the clifftops at Westgate-on-Sea, complete with a splendid afternoon tea for all participants. A tour report will follow in the next magazine.

Keith Daley outlined plans for an add-on tour in Germany and France in support of the ESM 2025 at Nuremberg. Further details of the various options will be emailed to all Kent Area members. There will be more information on the ESM itself appearing in the next SOC magazine.

Thank you for all who attended the Dog & Bear Hotel on a dismal evening. We look forward to the next meeting

on the 14 October 2024. Why not come and join us?

Also don't forget the Fourth Friday Dinner Meeting on the 24 October 2024 – contact Michael Allen if not already on his mailing list or Coordinator Howard.

KENT AREA WEBPAGE

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

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SURREY

August is always a busy month for us with two shows on two consecutive weekends the first was the Cranleigh show. A fantastic show of around 1500 cars of all descriptions and a great turnout of Stags from the Surrey group and we were joined by the West Sussex group, I think at the last count there were 26 Stags in all, we have been very fortunate with the weather all year and we weren't disappointed this weekend, it was very warm so a wonderful day was had by all.

The following Saturday was the Capel show, a smaller event with around 700 cars but again a brilliant show and a great day out. It was nice to see the West Sussex group joining us again, so I think we had the same cars at Capel that were at Cranleigh. We were spoilt at both shows by Sue, so would like to thank her for all the cakes she bought to both shows they seemed to down very well in fact they all went.



The Cranleigh Show



The Capel Show



DIARY DATES

- October 6th Drive out and Lunch
- October 21st Meeting at the Fairmile from 7pm
- November 18th Meeting at the Fairmile from 7pm
- November 24th Breakfast at Haskins Garden Centre
- November 30th Christmas Dinner at the Thatchers Hotel in East Horsley

If you would like to join us for our Christmas dinner please look at the emails that have been sent, all the details are there, we hope you can come its a great evening out with good food and fun games.

SURREY AREA WEBPAGE

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

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WEST SUSSEX

WEST SUSSEX AREA WEBPAGE

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OUT & ABOUT

SOUTH WEST ENGLAND AND WALES

Regional Co-ordinator:

DEVON

Yet another busy month has flown by - just like the minimal summer - yet lots of events have been attended by you.

Peter Turgoose reported on the Exmouth event:

"Nice collection of Stags at the Exmouth classic car gathering, not show. I like this gathering because there are no strict rules about when to arrive and when to leave. Also, you pay what you think is right, with all money going to the Devon Air Ambulance — at Imperial Recreation Ground".

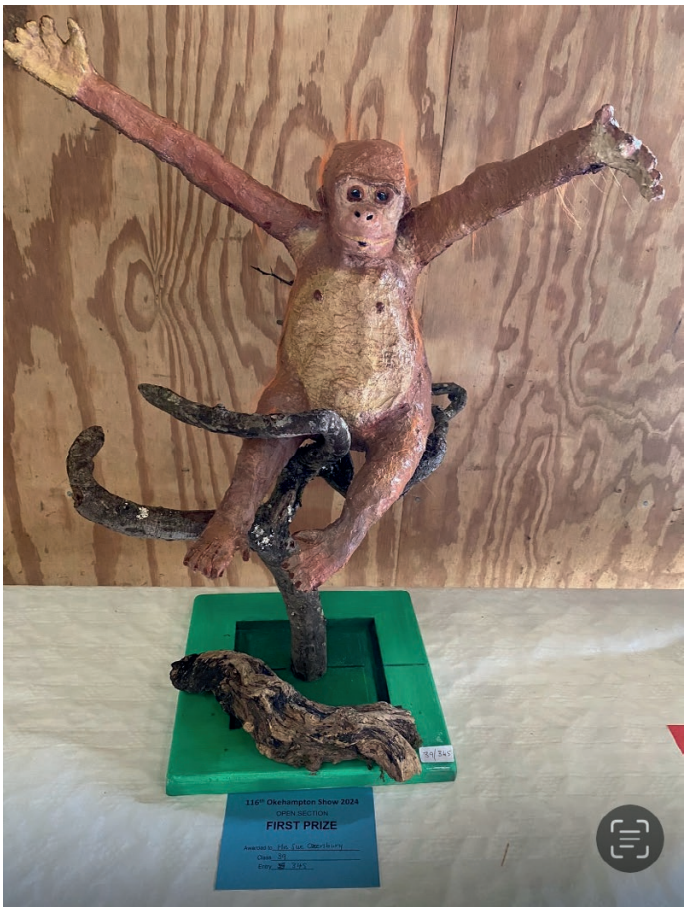
This is situated right on the seafront in Exmouth so a really good spot to be!"





Stephen and I went to Okehampton Show which was nice but what a wet day. Such a disappointment for the organisers, traders and those attending. The day before, and after, were dry and sunny so doubly annoying. Sue Oxenbury entered a variety of items in the art show too and came away with a couple of cups and a platter. Well done.

Sally and Steve invited us all to their lovely home for the afternoon again. There was a very good turn out for this with about 18 people. A very convivial time was had enjoying each others company, the great tea and entertaining quiz. It was good to see so many Stags (and some Dolomites) parked on their drive. Thank you both so much for hosting us all. Andy and Kala's grandchildren came too and enjoyed the afternoon in the swimming pool.



Chagford Show was lovely as ever. We were there along with John and Teresa and Sue and Mark. A very nice country show. Sue had entered some of her art work and won once more.

Sadly no noggin and natter took place in August as no one stepped forward to organise it.

Christow Show took place on a glorious day. The classic cars had all been given ringside positions so we were able to enjoy all the events that took place there from tossing bales, terrier (and other dog) racing (hilarious as members of the public were all invited to bring their dogs to race and they did). Total chaos ensued. Our ex Guide Dog had never seen such a thing yet came second in the big dog category. It was good to see the hunt there with the hounds and watch the tractor balancing competition where a tractor is driven onto a freestanding trailer and the driver had to get the tractor in exactly the right position to balance the tractor on the trailer.

Other Shows took place during the month that you may have gone to but I have received no information to share.

Please note the run to Taunton Classic Museum that was to be on 13th October is now on 27th October. See below.

This year our Christmas meal will be at lunchtime due to popular request. It's still at the Dartmoor Lodge 1200 for 1230. The hotel requires deposits this year so I will get back to you next month about this.

The AGM is on 26th January 2025. I will NOT be standing as coordinator again. I feel I have done my bit. Please do give taking on the role a thought - it would be great if you could do it. I can talk you through what is required.

See you soon I hope.

Claire

DIARY DATES

- Thursday 3 October Joint SOC/ TSSC Noggin and Natter at the Crealock Arms, EX39 5HN. 7pm
- Sunday 6 October Joint run and lunch at the Countryman, Sampford Courteney, Okehampton EX20 2SA. Book with Sue on sue@jassy.org.uk see below
- Sunday 27 October Run to the new Taunton Classic Motor Museum. Meet at Exeter Services at 1100 to leave 1115 prompt. Kindly organised by Leah and Si Mears. Please let me know if you are coming.
- Sunday 27 October SW Classic Car meet at Trago Mills 0900-1400. Entry £2 charity donation. Come and go as you wish.
- Sunday 3 November lunch at the Fishermans Cott, Bickleigh, Tiverton. EX16 8RW. 1230 for 1300. Booking through me essential.

DEVON AREA WEBPAGE

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

Claire Purser
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CORNWALL

September 1st - Finch Foundry National Trust. The last working water powered forge in England.

We had a good turnout of 14 for our visit to the Finch foundry and lunch at the Taw River Inn.

The foundry actually turned out to be a forge, but the founder, William Finch back in the 1800's thought foundry sounded better from marketing point of view rather than Forge! Or was it that as an ex employee of Tavistock Iron Works he had ultimately hoped to expand the business into being a foundry…?

It was a very interesting guided tour, seeing the working machinery still powered by three water wheels. Plenty of noise from the belts and wheels plus smells from the furnace.



The weather Gods were reasonable and on the whole it was a dry day. Our thanks to Mike and Sue for organising and good to meet new members Kevin and Jane.

October 6th - Charlestown Harbour - Unesco World Heritage site.

We plan to meet at The Carnglaze Tavern (PL25 4EJ) for lunch at 12 noon. Then at 2pm head to Charlestown Harbour.

Could you let me know if you are coming for lunch by Sunday September 28th latest please, as I will then book a table.

Christmas dinner at the Penmorvah Hotel - Saturday 14th December Penjerrick Hill, Budock Water, Falmouth, Cornwall, TR11 5ED – 01326 250277 Kate Humphries.

The plan is to arrive at 6.45pm for a 7.30pm dinner. For anyone wanting accommodation we have special rates of £109.00 per night for a standard room, or £129.00 per night for a larger room. The price is based on two guests sharing and includes full Cornish breakfast. Please book direct with the hotel

I require a deposit of £10.00 per person to confirm your booking please, ideally sooner rather than later then I can confirm outline numbers.

Please transfer, email me for my bank details.

New member Mike Delaney has offered to compile lists of up coming Cornwall shows next year. In the meantime below is his review of three shows he visited in August.

Fowey Regatta Car Show

Held on Thursday 22nd August with a 2.30pm start it is the largest car show associated with a regatta in the UK. Organiser Dennis had capped entrants at 220 this year which was still a healthy increase on 2023's event. However, early morning rain meant about 50 no shows leaving plenty of space in the school field. The variety of cars on exhibit was really interesting and so something for everyone.

Cars ranged from pre war saloons to VW Surfer vans to Ferrari. The Tamar MG and Tamar Rover clubs had over a dozen a piece of mainly moderns with ZR's and a split of 50/50 old and new convertible MG.

Exotics included a rare Lexus coupe full of gizmos, a Replica Ferrari 250, Lamcia Stratos without the usual quad front rally lights and an impeccable pair of Alvis . One was a convertible with exposed running boards, the other the sixties modern incarnation in fantastic condition. Triumphs were there with a 12/50 convertible and a Vitesse. Three Stags in yellow, purple and my a white one. Field marshal Johnny had his 1954 MG up for sale as were about ten others including a cheap "roller".

The food was excellent and cheap prior to the 5.30 pm parade through the town ending with a special run through making it the longest car procession associated with a regatta. A really good show for exhibitors and public.

WADEBRIDGE VINTAGE

HELD ON 24.8.24 at the showground which made the fifty exhibitors look less as the field swallowed them. Nonetheless a good showing of fifties and sixties stalwarts with some solid Lorrie's and landie conversions. This day used to be bigger but a run of bad weather days has whittled returning exhibitors down.

TREWARTHA'S Fayre

A three day event with quite a few exhibits supported by campervans staying for overnight bbq and music. It's always down to weather for longer events to have any cars left by Bank Holiday Monday and luckily there were a lot of exhibitors who held on for the promised sun on the Monday. Everything from commercials through to Fowey cars back out for another show were in the field. Motorbikes and agricultural were in good numbers and as you would like to see in Cornwall, even a section of smaller tractors driven by much younger owners. They drove around the ring and had races years ahead of getting their road licenses. Again the Tamar clubs were out with moderns vs different editions of Mini; a fantastic SS roadster; an E Type coupe 2+2; XK8 4.0 , couple of Stags and one Herald. This is a big event worth attending with plenty of room.

DIARY DATES

- November 3rd - Hawkin's vintage motorcycle museum. St Stephen. PL26 7LB
- December 14th - Christmas dinner. Penmorvah Manor Hotel TR11 5ED.
- January 5th 2025 - AGM Carleen Village Hall TR13 9QP
- February 2nd 2025 - Country Skittles, Townshend. TR27 6ER

Mark Colton-Taylor
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SOMERSET / DORSET

Six Stags met at Mere for Ken's mystery drive and Ken had arranged for a local photographer of the New Blackmore Vale magazine to be there for a photo shoot of the Stags. As we were stopping en-route for lunch instead of a BBQ, it meant Liz did not have to stay at home preparing for us and could join us on the run for the first time. Leaving Mere, Ken led us along the very scenic route of The Deverills and on towards Warminster where we continued through the backstreets and arrived at the entrance to the firing ranges on Salisbury Plain. The gates were open and no-one around, so we followed Ken and continued further into the firing ranges, driving past bombed out tanks and military vehicles. After about five miles, we finally arrived at the village of Imber, one of the villages taken over by the Army for training in 1943, however, the inhabitants were never allowed back. The church and what is left of the village are open to the public on certain days during the year and this was one of them. We visited the Church which had the history of the village displayed, then continued on to the White Horse at Bratton. On the top of the hill there is a new art installation designed by the Standing With Giant's charity







in support of the MOD's Respect The Range campaign. It features 10ft high silhouette 'giants' modelled on soldiers from 5 Rifles alongside figures representing the public. No time for an ice-cream as we had lunch booked at The Angel Inn at Upton Scudamore. No need for a pudding at the pub as we had been invited back to Ken & Liz's for tea and cake so plenty of room required. Many thanks to Ken for another interesting mystery drive and Liz for the tea and cakes. We did actually appear in The New Blackmore Vale magazine this time, so well done to Ken.

A quick email to see if anyone was venturing out on the last weekend of August resulted in five Stags going to Drayton Village Fair thanks to Paul's information that the fair was on. There was another Stag there, but I didn't manage to catch up with the owner as they had left the car and were checking out the fair.

A good turnout at The Lime Kiln for our September N&N, but only Martin braved the weather forecast and brought his Stag, top down. We decided that during the winter months (Nov to Mar) our Monthly Wednesday evening N&Ns will move to a Sunday Lunch N&N. In October we will have both, the evening N&N on Wed 9th and the Sunday lunch will be on Sunday October 27th at Cricket St Thomas Golf Club, I will require a £5pp deposit a couple of weeks before and as usual, a pre-order for food. For the other months, venues, dates and times are to follow. I am still looking for alternative venues for Sunday lunch for wintertime, any suggestions? I guess we should also be thinking about where to go for our pre-Christmas lunch and post-Christmas dinner.

DIARY DATES

- During the winter months (Nov to Mar) our monthly Wednesday evening N&Ns will move to a Sunday Lunch N&N, dates and time are shown below. Please check with Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.
- Wed Oct 9th - N&N at the Lime Kiln Inn.
- Sun Oct 27th – Sunday lunch N&N at Cricket St Thomas Golf Club.
- Sun Nov 17th - Sunday lunch N&N, venue TBA

Garry Martin
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SOUTH WEST WALES

The South West Wales group meet on the third Wednesday 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.

A lot has happened this month so I'll list them in chronological order. On the 10th August Nick Cale (WW Coordinator) and myself went to Llanerchaeron House Classic Car Show organised by Cardi Cranks. At the show there were over 200 cars so it was a good show even if the weather at the beginning was poor with mist and rain. In the afternoon the sun came out and it was glorious. The venue was excellent with access to the house and grounds.

Next up was the WW N&N and I went to this unfortunately the weather on the day was, as you would expect in Wales rain and heavy with it. While the run would have been lovely on a nice day the mist and rain did spoil it, hopefully next month will be better.

Some of the SWW Area attended the Margam Park Show on 17th August organised by The Skewen Motor Club and I must say what a big show it was with over 450 cars and a number of auto jumble stalls. The venue being Margam Country Park with all that it offers The Castle, the famous Orangery, the remains of the Abbey and 1000 acres of grounds to walk around to name a few of the points of interest. A big thanks to Chris for arranging a "pride of place" for our stand right on the main walkway in. In the castle there were two other events one being a photographic display and the other a display of dolls houses all adding to an interesting day. During the show there was a lot of interest and questions about the cars with the members being willing to talk about them. It was also great to meet new members Julie and Steve Wootton and Mark Gregory and I look forward to them attending our events in the future. The day remained dry although it was a bit windy, you can't have everything can you.



The Margham Park Show

On 21st August was our N&N and a very good turnout of cars 7 in total including Julie and Steve. The run was a little longer than normal starting at Pont Abreham Services and traveling along the A48 to Pontarddulais then Pontlliw and onto Penllergaer. From here we went to The Lower Lliw Reservoir for some photo before going onto the M4 for just one junction then following the A4067 and up the Swansea Valley all the way to The Ancient Briton. Normally this route would have some nice scenery but this was obscured by the mist. Over the years we have been to the Ancient Briton a few times and I must say we have always had excellent food and is well worth going there.

Clive Perman

DIARY DATES

- Charity Run Paul Sartori 1st September
- Pontardawe Classic Car Show 8th September
- N&N & possible drive 18th September
- Pembrey Steam Fair 28th & 29th September

Clive Perman

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WEST WALES

As was anticipated in the last magazine, we had an excellent day out on the last day of August, when South West Wales area coordinator, Clive Perman, kindly organised a joint road trip for the South West and West Wales areas. Eight members (in five Stags) met up in Tesco carpark in Carmarthen and set off on a scenic route to Aberaeron, and for once we had glorious weather which meant we were able to have hood-down motoring all day. Driving up the Teifi valley, we first stopped for coffee and cakes at The Moody Cow restaurant near Aberaeron, then continuing our journey to Aberaeron for a stroll around the town and some lunch. Unfortunately, due to parking limitations, we were not able to get a photo of all five Stags in one place.

In the afternoon, we continued our road trip, proceeding to New Quay, where we enjoyed an ice cream overlooking the beach followed by a leisurely walk around the harbour, and another coffee before departing for our various journeys home after a very enjoyable day out. Thank you Clive for organising the day, and arranging for some sunny weather to shine upon us!



On the following day, Sunday 1st September, some of us joined the round Pembrokeshire car run in aid of the Paul Sartori (Hospice at Home) charity. There was a good representation of Stags on the run, including Clive & Lesley and Ian & Yvonne who again travelled down from the South West Wales area to join us, and so four Stags from the SOC were able to travel together in convoy amid the 200-300 other cars on the run. We started from the County Showground in Haverfordwest for a drive through St Davids and Fishguard and ending at the Shire Horse Centre at Eglwyswrw. It was wonderful to see the route lined by hundreds of people who had come out to watch the cars travel through the county, and once again we were blessed with good dry weather and enjoyed a picnic together before heading home in the afternoon.

For our September N&N and evening drive five members in four Stags met in Haverfordwest for what might be a last evening drive for this season. We took an enjoyable drive up the Pembrokeshire, Carmarthenshire and Ceredigion border to our destination of Cenarth Falls



near Newcastle Emlyn, and had an excellent meal in the nearby Three Horseshoes pub. We were already starting to see the effects of the nights drawing in, as it was getting dusk when we arrived at Cenarth, but we were able to get a couple of photos of the Stags next to the impressive Cenarth Falls. **See back cover**

Unfortunately, the end of this enjoyable evening was somewhat marred when we each departed in opposite directions for the journey home, and Clive who had travelled all the way down from Swansea for the evening broke down only about 100 yards away from the pub with a recurrence of a previous fuel pump problem. So after a call for assistance from those of us more local to the area, Clive left his Stag in Cenarth and came home with me overnight until he could return to Swansea the next day to pick up an alternative pump and retrieve his car.

The next event that we are looking forward to is probably the last show of the season. On the weekend of 28th and 29th September, some of us are planning to attend the Pontarddulais Classic Motor Club Show at the Pembrey Country Park. We are hoping to have a joint Club stand for the South West and West Wales areas, so hopefully we will have a good representation of Stags at this show.

With the onset of earlier nights and more autumnal weather, there is some debate as to whether or not we will have an evening drive as part of our October monthly meeting, on Tuesday 8th October. We will still meet somewhere for our N&N, but I am thinking of waiting until nearer the date to decide on whether to include a short drive, depending on the weather at the start of October. Please get in touch with me nearer the time to find out more details, and I will be emailing all area members in due course also.

It would be nice if we can maintain a good attendance at our monthly N&Ns over the winter months, even if we are not using our Stags to get to them. We are a small number of members in our area, but it would be good to continue to support each other in the Club and the monthly N&Ns. Please let me know if you have any suggestion for venues for our meetings, or even if you would like to introduce some other activity at our meetings. How about a quiz, or some interesting talks? But of course we need decent numbers to make this viable. Get your thinking caps on, and let me know if you have any ideas.

Looking ahead (but actually not too far) to December, we are starting to think about a Christmas get-together, which needs to be planned soon if we are going to hold one. There was some suggestion at the September N&N that we could join forces with the South West Wales area for a joint Christmas celebration. Again, let me know if you have any ideas/suggestions.

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

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

DIARY DATES

- Tues. 8 Oct. Evening Drive and N&N destination tba
- Tues. 12 Nov. Natter & Noggin venue tba
- Tues. 10. Dec. Natter & Noggin venue tba
- Date tba Christmas get-together venue tba

Nick Cale
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SOUTH WALES

Every year we have a drive out for the day, with a Sunday Lunch however, this year we had our Sunday Lunch on a Thursday!! (long story). As an experiment holding it on a weekday, I wondered how many members would attend. I am pleased to say it was very well attended with 12 cars and 24 people. Apologies to those who had to work that day but we will have weekend events to cater for everyone in future.

We met at our usual starting point at the boating lake car park in Cwmbran and set off for a drive around the Monmouthshire countryside. It was a fine day, to start with and most of us went “topless” i.e. cars!! It had been decided beforehand that considering the numbers it would be impossible to maintain a convoy so the front half of the group set out following Ian & Linda with a small convoy and those at the rear went at their own pace. The first stop was at the Honey Pot cafe where we stopped for coffee and cake. Needless to say I abstained from cake as it would spoil my lunch!!. After a leisurely stop we drove on to our final destination at the Foxhunter Inn, Abergavenny where we enjoyed a traditional lunch. Many thanks to Ian and Linda who had made all the arrangements. The photograph attached is of the members in the pub car park. It started raining just before we left the pub so the roof went up which was just as well as it poured down



Thursdays lunch time run

before I got back to Cardiff. The car was soaking but was dried off before being put away.

On Sunday 18th August seven cars attended a new show for us at Penallt near Monmouth. We had been following Terry D who knew the way but we lost him in the fork in the lane where I took the wrong option and got everyone lost. Luckily a local farmer turned up in a Mini Moke type vehicle and he was off to the show as well, so we were able to follow him. It was a very pleasant afternoon with a live band playing my type of music (old) just outside the village cricket pavilion.

On Wednesday 21st August we had our "Ice Cream Run!" People asked me what on earth is an ice cream run. Well in the South Wales Area it is any excuse to take the Stags for a run so when Kelvin said he knew this fantastic place that sold ice cream and he was prepared to plan a route to buy ice cream. I had no alternative but to say Yes. I was quite pleased with the turnout considering it was mid week and the date had been changed at short notice. Nevertheless we had 5 Stags turn up at the Ty Nant Pub (the starting point). Kelvin set out in his magenta Stag leading our convoy. It was good to see Charlie and Agnes join us for the first time on a run. Unfortunately we had to travel through a road with substantial road works with loads of traffic lights which turned out to be green for Kelvin but red for me. Needless to say I got separated but I caught them up before the others had bought out the ice cream stock. As Kelvin said it was amazing ice cream. I declined the opportunity to take home a doggy bag. Well done Kelvin many thanks for this imaginative excuse for a drive out. The picture attached says it all.

Our final evening run of 2024 took place on Tuesday 3rd September. This run was organised by Myron. We left Cwmbran Boating Lake slightly earlier at 18.45 as the darker evenings were upon us. Eight Stags and a Rover were in attendance. We took the main roads via Ponthir before crossing the River Usk in Caerleon. From there we went past the Celtic Manor Golf Course and the roads became much narrower as we drove through the countryside until we reached the A48 at Langstone. The A48 is a much quicker road and we passed the old Roman settlement of Caerwent before turning off at Crick. Back on B roads we passed through Shirenewton before picking up the B2435 to Usk. This stretch provided the most beautiful scenery of the run. After reaching Usk and crossing the river Usk again, we headed for our planned destination – the White Hart in Llangybi. Although the pub had said we would be welcome on the evening in question we arrived to find it closed. (this has happened a couple of times this year on our evening runs). Luckily Myron knew of another local hostelry – The Wheatsheaf which had a large carpark and was able to accommodate all of us as Tuesday is a quiet evening for them. The pub is a delightful traditional place and we hope to visit there again in the future. Conversations commenced and Chris and Barrie were welcomed to the club as new members. (They have a lovely Carmine red Stag by the way). With lights on we headed home around 9.30. Many thanks to Myron for arranging the run.

Gary Ross

We welcome all club members in the South Wales Area or further afield. We keep in touch by email and whatsapp. If for some reason you are not on the circulation list please contact me. 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, one way or another we end up at a pub for light refreshment!!

DIARY DATES

Winter Programme

- Tues 1st Oct Noggin & Natter, Crow's Nest
- Tues 5th Nov Noggin & Natter, Crow's Nest
- No Noggin & Natter in December
- Sat 7th Dec Taurus Crafts Meet at the cafe on site Sun 15th Dec Christmas Lunch Colin & Jill

SOUTH WALES AREA WEBPAGE

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

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BRISTOL

New Co-ordinator required

Triumphstagshop

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



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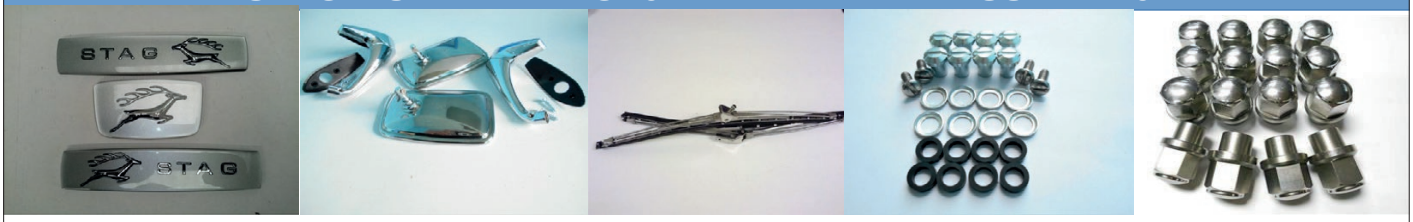
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YOUR CLUB NEEDS YOU
AREA CO-ORDINATORS – WHAT'S INVOLVED?

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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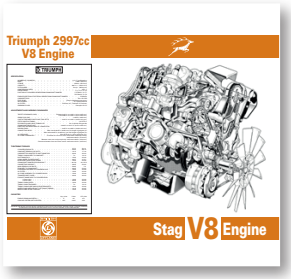
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