STAG OWNERS CLUB

ISSUE 506 JULY 2025



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FITTING A ZF GEARBOX / TOWING A BOAT WITH THE STAG

STAG OWNERS CLUB

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

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GENERAL CLUB INFORMATION

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

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

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

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

Your magazine didn't arrive
Contact the Membership Secretaries, Marilyn & Peter Robinson.

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

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

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

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

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

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

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

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

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



EDITORIAL

The main event this month is going to be our National Day at Shuttleworth House.

Bookings are going extremely extremely well and I think we could be looking at almost 200 Stags and members attending on the day.

National day is the Sunday, we do have access all weekend and there is lots happening on the Saturday as well, with many members making a full weekend of it.

The AGM

From the National Committee:

"This year's AGM 2025 will be held on Sunday 30th November at the British Motor Museum, Gaydon. Tickets to the museum will be available, with refreshments on arrival and the AGM in the morning. Lunch will be provided, followed by the Coordinator's meeting in the afternoon with refreshments during this.

Unfortunately, we have been unable to find a suitable venue for a Social Weekend and AGM, so the decision was taken to hold the AGM as a standalone event. We acknowledge that some of you will be disappointed, but this will enable us to take the time to focus on a really great Social Event and AGM weekend for 2026. We would rather provide a weekend to remember rather than rush into booking an unsuitable venue."

Carl Fuss

ISSUE 506
JUNE 2025

Front Cover: Eastern Region Day
Pic: Kevin Mellor
Back Cover: Cotswold Area
Pic: Rupert Klaiber



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WANTED ... WANTED ...

SECURITY LIAISON OFFICER

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

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

DIARY DATES 2025

- **National Day At the Shuttleworth collection** Saturday the 12th and Sunday the 13th of July.
- **Silverstone Festival** Friday the 22nd August to Sunday the 24th August.
- **NEC Classic Motor Show** 7th to the 9th November
- **AGM** This year's AGM 2025 will be held on Sunday 30th November at the British Motor Museum, Gaydon

FROM THE COMMITTEE



Last month one of the members of the National Committee suggested that we ('we' being the members of the Committee) all live in our ivory tower, from where it was suggested that we look down on the rest of the World with some sense of disdain.

I must admit that I would beg to differ as, although I do have a tower from which to look down upon the postman and the Evri delivery driver, I rarely sit up there ('rarely' actually meaning 'never') because I would rather be collecting my parcel from the Evri driver and checking the mat for the post.

My tower is not so ivory as some may think as all that is behind that window is my collection of Betamax videos. Yes, I know, they have been redundant for thirty years but they will make a comeback, mark my words !

However, the members of the Committee have taken this to heart and are going to try to see whether they are really out of touch with the members. I personally do not think so, but we are concerned and are taking it to heart.

The immediate outcome of this is that the Chairman promises to write about his latest exploits (and possibly those of the Committee as a whole) in future magazines and the next outcome is that all the members of the National Committee who attend this year's National Day will be wearing a badge to tell everyone that they are, indeed, Committee Members (I suggested that we should all wear Prisoner blazers but that was passed by), the idea being that you should accost us badge wearers and tell us what you think of us. Hopefully, we will be accosting you first to ask you what you think of the Club and the way in which it is run but if you remain 'unaccosted' then please do the accosting. There will also be a members 'any questions' meeting during the day at which anyone can voice their opinions. So, it is over to you, the members, to tell us whether our ivory tower exists or whether we are really 'down with the members'. Don't hold back as we want to know.

Peter Robinson, Vice Chairman



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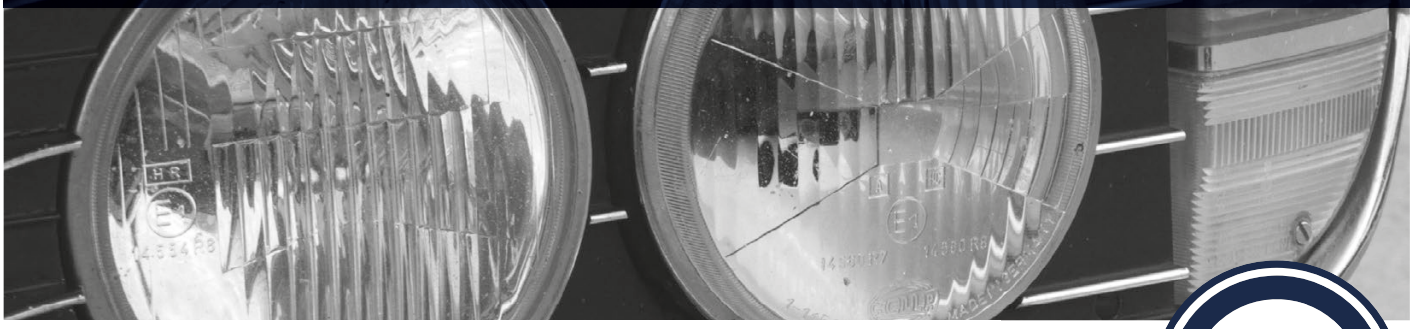
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06/12/23

PART 4



STAG SWISS GRAND TOUR



At weekends it seems the passes are a draw for super cars and bikes. Ferraris, Porsches, Lamborghinis, Maserati, Audi R8s, and Maclarens all seem to do their best to go up and descend as quickly as possible. Clearly their young affluent drivers are seeking to draw attention to themselves.

I can't tell the makes of motor bikes, but they all looked and sounded powerful. The bikers were mostly driven by more mature members of society (old like my wife and me!) and were generally also out for the scenery rather than speed. In the Stag, we were there to simply enjoy the scenery from an open top car with a sweet gentle V8 burbling away as we meandered comfortably up and down the mountain passes.



And strangely it was the Stag that caught admiring eyes, rather than the super cars. It does make me wonder if there were to be a modern Stag on the market today how sales would be.

An aspect of the passes that astonished us, was the number of people we encountered cycling up and then down. We had already encountered the young family near the top of the San Bernardino. At the very top of the San Bernardino pass we came across a youngster dragging his bicycle up to one of the Official Grand Tour photo spots. We used his mobile to take his photo to prove his achievement, while he reciprocated with our mobiles. He did rather overdo it, and we must therefore do some editing. He spoke good English all learnt in school. Would our school age children have been as fluent as he was in German or Italian? He was only 14 years old.

We drove on down the pass, heading for our next overnight in Ascona Ronco. We had enjoyed fair weather till now, but a turn was on the way. The humidity was on the rise. Driving on down toward Bellinzona the road widened into a huge valley with waterfalls either side and old deserted small grey stone farmhouses precariously positioned under the cliff face of the mountains either side. They looked like grey sentinels trying to hold back the inevitable rock falls from above.

Staying off the motorway using the old road, we came across our intrepid young cyclist who had been at the top of the San Bernardino Pass. We drove on through towards Locarno, where the edge of the mountains reaches down into the linear town. It is surrounded by terraces of vines





growing in defiance of gravity and of the poor earth on near vertical slopes. The houses and shops along the main strip road were less well maintained and looked like they belonged to the poorer members of Swiss Italian society. As we burbled along into Locarno, there was a marked difference in the economic status of the housing.

Locarno by contrast felt prosperous, with its glitzier shops, a casino, together with very nice deluxe hotels close to the lake. Wherever you looked, you saw gravity defying homes perched overlooking the town and lake Locarno.

The Grand Tour is sponsored by hotels and other establishments hoping to gain trade from people like us. So if you use the App for the Grand Tour, you will find yourself being directed to the more luxurious establishments. That means pricier! But with most of the Lakeside hotels full and probably out of our price range my wife had booked us into a restaurant hotel in Ascona Ronco. This overlooks the lake from high above, the towns and roadways below leading to the Italian border. To gain access involves a long drive snaking its way carved into the mountainside. Not having a Sat Nav, we resorted to my iPhone for directions (A Sat Nav would have been a good idea!). We parked up, unloaded and checked in to a room with a terrace with the most breath taking of views over the lake, the mountains, and homes built hard into the mountainside. The Stag was in the car park level with our hotel bedroom.

We returned to raise the hood up for the night, then changed to dive into the hotel pool. A swimming pool would be too generous a description, but it was certainly bigger than a plunge pool and after having driven most of the day top down in bright sunshine, the cooling was a relief. As we admired the views, observing the private and public pleasure craft ploughing their way from side to the other side on the lake, we noticed from our balcony the Stag had attracted attention. A young family were all over it admiring those Michelotti lines. I was quite happy about this until the mother in her 40s leaned on the car, raised her leg onto the front wing for a sexy pose with the car. I had to remind the family that the Stag was an old lady who needed to be treated with respect!







Nigel Griffiths

To be continued...

WELCOME NEW MEMBERS

Mr. S.Macfarlane	Greater Manchester	Ms. H.Plummer	Suffolk	Mr. A.S.Panesar	Essex
Mr. D.Needham	Berkshire	Mr. C.Murray	Suffolk	Mr. P.Ratford	Essex
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Mr. Y.Jordan	Dunbartonshire	Mr. B.Dryburgh	Monmouthshire	Mr. T.Stannard	Kent
Mr. G.Hockley	Lincs	Mr. P.Cottom	Cornwall		



The Silverstone Festival is a weekend-long event that takes place at the Silverstone Circuit in Northamptonshire, England. The festival features historic motorsport, live music, and a fan zone. Other attractions at the Silverstone Festival include:

- **Track action** Qualifying on Friday, and races on Saturday and Sunday
- **Open paddock** Meet the drivers and race preparers
- **Fan zone** F1 team show cars, race simulators, Market stalls, Food Stalls, Fairground rides and more
- **Silverstone Museum** Free entry lots to see and do worth a visit

The 2025 Silverstone Festival evening music lineup includes:

Friday **Natasha Bedingfield** • Saturday **Craig David presents TS5** • Sunday **Ministry of Sound Classical**

EUROPEAN STAG MEETING FIRST REPORTS



The European meeting is now over and I'm sure everybody is safely back home.

It was quite a trip and I reckon most attendees from the UK have done a good 2000 miles in their Stags. We stopped a couple of times on the way over in Aachen and Würzburg, I believe other areas have taken different routes.

Next month, we will feature the European meeting and all your reports and views from the trip.

No reports of any major breakdowns on the way there or back, and the ones that had occurred seem to be resolved very quickly and smoothly by the German club, a big thank you to them for all their assistance.

I believe for many members, this was the first experience of Continental motoring, so hopefully it's been a good one and will encourage you to do more.

If you've been on this trip and really enjoyed it or if you've just been inspired by tales from people who have gone the next one is in two years time and it's in the Netherlands.

So it's not quite the drive we had to Nuremberg, much shorter, about 170 miles from Calais.

On our way back from Hamburg we actually called in the hotel as you can see from the pictures. It's quite an impressive place. Everybody was extremely friendly so I think we can look forward to a good time to be had at the venue. As you can see, I took on the important task of checking the bar and sampling the beer.

I can confirm that the beer is of excellent quality and very plentiful. See the lengths we officials go to on behalf of the club and its members!

Carl & Jan







EUROPEAN STAG MEETING 2027

The date: 28th to 30th May 2027

Location: Hotel Ruwenberg,
Ruwenbergstraat 7,
5271 AG Sint-Michielsgestel,
Netherlands

The organisers have put together the promotional video linked right which you can view if you log onto the interactive version of our magazine on our website.



NORTH WEST STAG WANDERINGS

Spring 2025 will be remembered for many reasons, some of them political and international but, for us in Britain, for the unreasonably long spell of sunny warm weather.

Not that we are complaining (unless you are a gardener), after all, the best reason for the Stag is the wonderful soft top giving infinite headroom. What better way to spend the odd weekend then but to dash round the countryside with a group of like-minded friends, taking in the scenery, the sound of that lovely burble and enjoying the food in the name of 'doing a run'?

First up for the local North West group would be the 'Drive It Day' on the 27th April. The writer (and her driver) took it on themselves to organise it this year and we decided to make it a bit different. Instead of the book of tulips that take time and effort but, at least, mean the route is clear and secure, we went for a more scattered approach. Each car was given a list of 10 churches in North Shropshire, with their postcodes, and a multiple choice question for each church to be answered. Sounds easy? Well...

First problem, the lack of a printer meant that Nick, our area organiser rep had to print it for us. He read the route beforehand and pointed out that the postcode of church 4 was wrong. It was but, the suggestion was also wrong. Who knew how hard it is to look up the postcodes of churches? Try it. There are a lot of churches that have group ministries that muddy the waters.

Second mistake is not reading gravestones carefully; the wrong date for the death of poor Charlie Brown threw many off and led to a lot of wandering about in the long grass at church 1.

The third problem was the strange opening hours of a local tourist attraction (Oswestry Ironworks) that has a good attached café. A good stopping point for photographs and much needed refreshment. No, the research was carried out midweek but the run was a Sunday. This attraction is shut Sundays and Mondays!

Oh, and two churches in the same postcode.

In the end we gathered at Alderford Lake, which has toilets and a café, for a break to count the entrants' results and award the valuable prize. Onwards to a delicious dinner at the Cholmondely Arms just up the road. A bit of a mess leading to us declaring that it was someone else's turn next year! A victim will be chosen and expectations raised.

The next chance to fasten a plaque to the front of the cars was The Candle Run (11th May). Organised by the local MG Owners Club and welcoming to all marques.

We started at the Bellis Bros Garden Centre in Holt with a proper tulip book and a goody bag with a free pen and biscuits. Our run took us round into deepest darkest Wales and we managed to find some of the thinnest, dustiest single track roads that can be found. This leads to some traffic jams, especially when a Jaguar XJS has brake failure and runs into a gatepost! Scenery beautiful though and a challenging route to follow. We diverted to Chirk Castle (excellent pasties), Ellesmere Mere (good ice cream) and collected at Cholmondely Castle. Some of us rounded off the day with a move to go to the pub for a beer so we took the short run to the Yew Tree in Bunbury.

The last run for now was a long standing arrangement to go on the Weaver Wander (17th May). This run starts in Nantwich and heads off in various directions depending on how far you want to drive. Again the reassuring presence of a tulip booklet but no free biscuits this time. Weaver wandering around Shropshire (again) we ended at the Royal Oak, Worleston, for a sit down and a chat in the afternoon sun. To top the day our group was awarded 'Best club of the Day' – another trophy for Nick's mantelpiece.

All the runs done for now this year and into the show season. More reports to follow as the summer goes on.

Polly Booker









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KNOW YOUR STAG #36

OIL & WATER IN THE ENGINE, PART 1

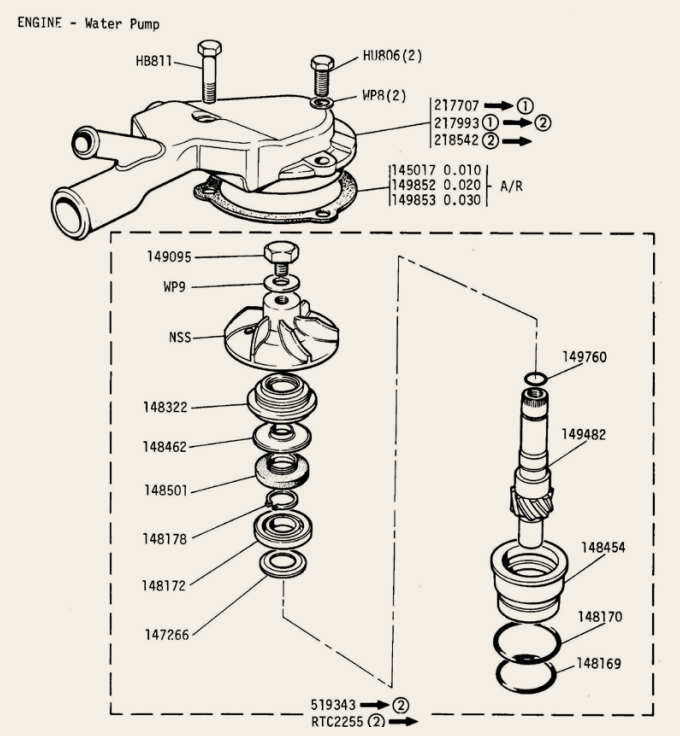
Engines generate a good deal of heat when running – which is exactly what you would expect when you are setting fire to a volatile gas within a small confined space.

Both water and oil are circulated around the engine and both provide some element of cooling – the oil by taking up heat from the rotating bearing surfaces from the hot metal through which it is circulated and sitting for a while in the cooler sump before starting its circuit again, the water by being circulated around the heat producing cylinders and the cylinder heads and then being cooled as it passes through the radiator. In Winter the heat is used to heat the passenger cabin by introducing an alternative path for the hot water through the heater matrix.

Let us start with the water circulation system.

The Water Pump

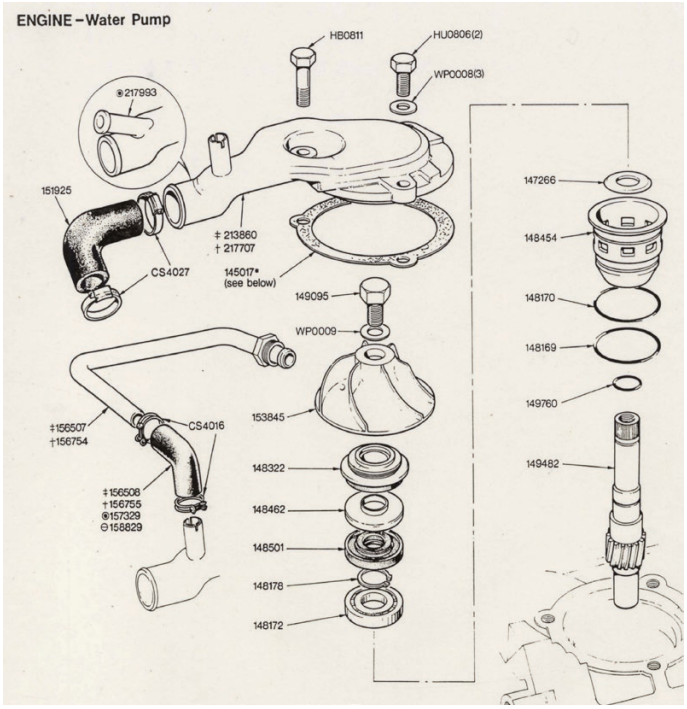
The water pump remained almost unchanged throughout production but there were two things which did change – the water pump cover and the water pump impeller.



In this series I have normally used the parts diagrams from the 1974 catalogue but as there was a very late change to the water pump, this is the diagram of the water pump from the 1978 catalogue (page 02-20, cat. no. 519679-D).

The first style of water pump cover had a vertical feed into the pump from the inlet manifold but it came in two versions – a very early one for the Federal market cars (part no. 213860) and one for the later Federal cars and all the early UK and World market cars (part no. 217707).

The very early American water pump cover was only used up to engine LE17 (i.e. during 1970) so it is not one which I would expect to be encountered in the UK and probably not in the USA either as many of the first engines will have been scrapped or rebuilt with new parts. For this pump cover there were different hoses and pipes (part nos.156508 and 156507) connecting the vertical inlet spigot to the side of the thermostat housing in the inlet manifold (see diagram below). On the side of the pump cover there was a separate spigot which feeds hot water to the heater circuit pipe which runs along the inside of the RH cylinder head.



Page 02-15 from the 1974 parts catalogue (519579-B) showing the connecting hoses and pipes to the water pump and the early style of vertical top spigot.

The UK version of the vertical spigot pump cover (part no. 217707) was used in the UK until engine no. LF 2445 (approx the end of September 1971) and in the USA until the end of the 1971 model year cars (approx the end of October 1971). However, in reality there were probably no USA cars made in October so the change probably occurred at the same time for the two markets).

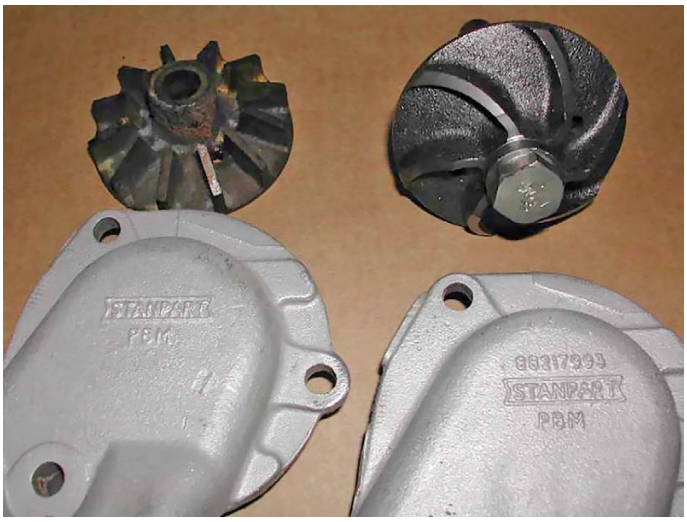
The inlet manifold hose and pipe used with this cover were part nos. 156755 and 156754.

For engines after September 1971 i.e. LF 2446 onwards in the UK and LE 10001 onwards in the USA, a different water pump cover was used (part no. 217993). This had an angled spigot on the top and this connected not to the inlet manifold but to the heater system pipe with a short hose (part no. 157329 or possibly 159019 depending on which parts catalogue you look at). The path of water exit from the thermostat housing in the inlet manifold was thereafter routed into the side of the pump cover by way of a second, removable spigot in the cover (part no. 148394) and a short 'U' hose (part no. 158829).



The two different water pump covers used with the six vane pump for UK and European market Stags.

All these pump covers were used with the six vane pump (part no 159343) but very late in production (from LF 44931 in April 1977) the pump was changed to the 12 vane type (part no. RTC 2255) and this necessitated a different cover (part no. 218542) which had the same angled spigot on the top and the removable spigot on the side.

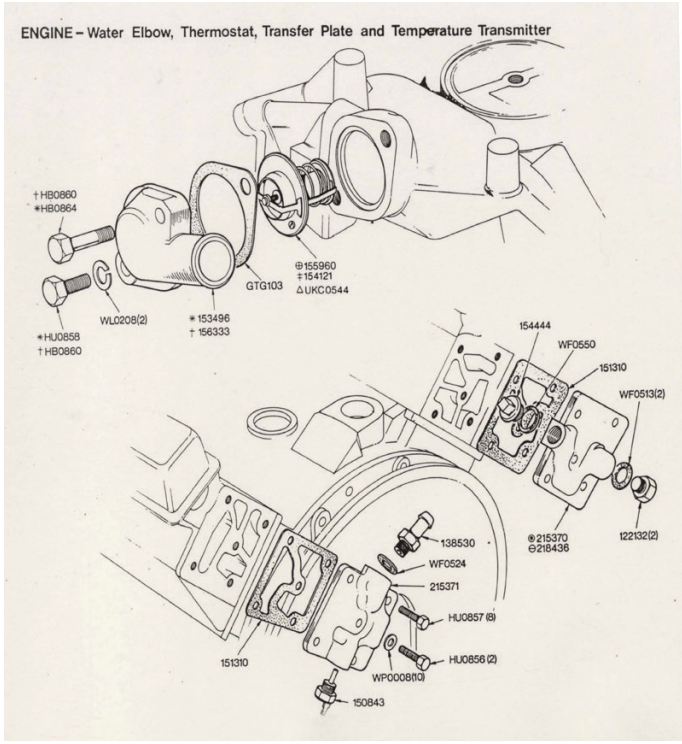


6 vane and 12 vane pump impellers and pump covers. The impellers are obviously totally different, the covers are also different as the angle of the inner housing is steeper for the 6-vane version – luckily, 6 vane covers have the part number (with an 88 in front of it) cast into top surface so that you can easily tell the difference. Photo stolen from our forum pages – sorry 'Staggering About' but it is a particularly good photo and I couldn't resist.

The pump covers for the six vane pump and for the twelve vane pump are not interchangeable.

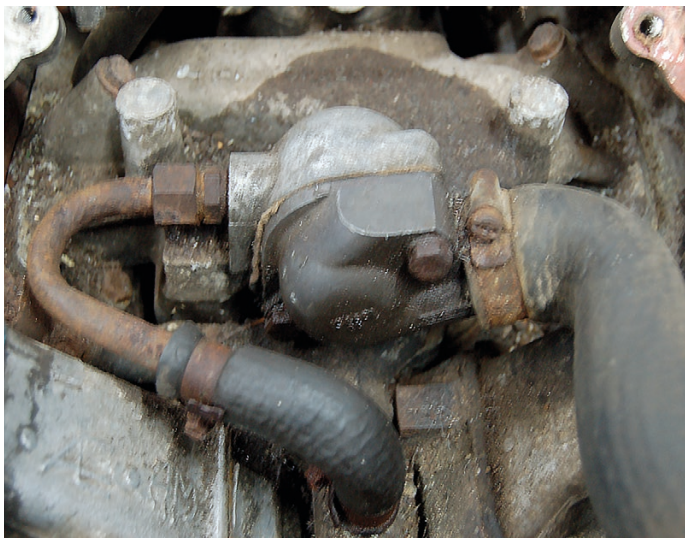
Thermostat and Thermostat Cover

The easy bit is to consider the two thermostat covers used as there is a very early cover and a 'normal' cover.



Page 02-16 from the 1974 parts catalogue.

Up to LF 311 (UK) and LE 712 (USA) the thermostat cover used was part no. 153496 and after that it was 156333. These differed in that the flange on the early cover was thicker than that of the later cover. Obviously, this requires longer bolts and there are different part numbers for the bolts used with each cover. The strange thing is that the UK change point is specified as around July 1970 whereas the USA held onto the earlier design until April/May 1971. As far as I know they are interchangeable as long as the correct bolts are used.



An early engine equipped with the 'thicker' thermostat cover and a metal bypass pipe feeding into the top of the vertical spigot on the top of the water pump.



A later engine layout with a thinner thermostat cover flange. The bypass hose now feeds from the back of the thermostat housing (seen under the small black pipe towards the top of the photo) to the side of the water pump cover, whereas the spigot on the top of the water pump is angled and receives water from the heater hose.

The thermostat itself is a bit more difficult to sort out but, at the end of the day it may just boil down to using one of two types of thermostat. Let me explain.

As you will see if you scrutinise the 1974 parts catalogue, that there was an initial thermostat (part no. 155960) fitted until LF11429 (UK) and LE10001 (USA) – which is a bit of a misnomer as the last USA engine before LE10001 was approx LE1200. Again, for some reason, there was a time lag between the introduction of a change in the two main markets, the USA changing at the end of the 1971 model year cars in October 1971 and the UK changing in February 1972. The second thermostat was originally part no. 154121.

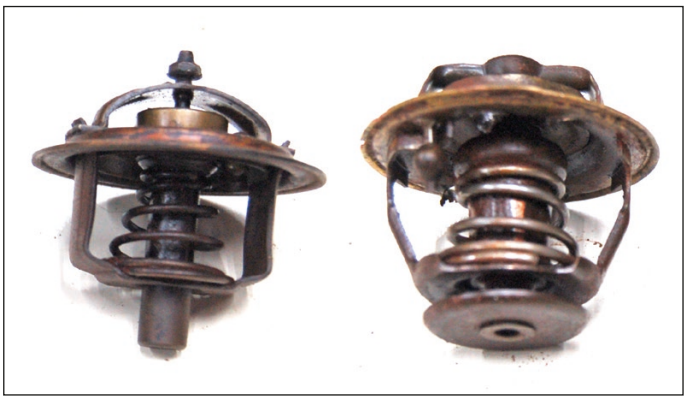
This change in thermostat aligns with a change in the inlet manifold from one with a shallow thermostat housing to one with a much deeper thermostat housing. As I will be dealing with the inlet manifold at a later date, I am afraid that you will have to bear with me for a while.

The second change of thermostat – to part no. UKC0544 - occurred at engine no. LF22051 (UK) and LE20882 (USA). The relevant date for this change would be approx March/April 1973. In relating to the two engine numbers you must remember that the two markets ran their own engine number sequences so both LF22051 and LE20882 were built at roughly the same time. There were no further changes in thermostat type but the part numbers were changed in later issues of the parts catalogue and the part numbers became GTS101, GTS119 and GTS118. However, this has confused me.

We now need to take a look at the change in the inlet manifold into which the thermostat is fitted. The early manifold has a shallow thermostat housing within which a standard thermostat is fitted. As it opens it allows water to flow through it into the top hose and from there into the top of the radiator. From here, under the 'suction' from the water pump, it flows up the bottom hose into the water pump from where it circulates through the engine. It is not really 'sucked' but it operates under the pressure exerted on the system by the water pump which has the effect of 'sucking' although it is really being pushed by the positive pressure exerted on the system by the pump. Sorry if that is confusing but that's how my mind works when it explains the circulation.

Anyway, while the thermostat is closed, the water is pushed through the engine by the water pump but it has no way of getting back to the pump to start again (as the thermostat and therefore the water circulation back to the water pump through the radiator) is blocked off. So there is a minor connection between the inlet manifold, at the back of the thermostat housing, to a spigot on the water pump to allow for water circulation instead of water stagnation. This is referred to as the bypass system and the pipework for this was explained earlier in the article.

However, this system also allows for the bypass system to continue to be open, even when the thermostat is open so there will be a small flow which still bypasses the radiator. To counter this, the later inlet manifold has a deeper housing and the bypass connection is moved further back in the manifold. This allows for a 'foot' to be added to the thermostat which is connected to the thermostat disc such that when the thermostat opens, the foot is pushed deeper into the manifold and blocks off the bypass exit from the manifold.



The two thermostat types used in Stag. The early one without a foot for use with the early inlet manifold (left) and the later one with a 'foot' which blocks off the bypass exit in the later inlet manifold when the thermostat opens.

Now this bit is important. If you use a 'footless' thermostat in a manifold with a deeper thermostat housing, the bypass circuit will not be blocked off and the engine will possibly run hotter as the bypassed water will not go through the radiator and therefore not be cooled. If you run a thermostat with a foot in a manifold with a shallow thermostat housing, the foot may well bottom on the back of the housing and prevent the thermostat from fully opening – which will also prevent the right amount of water passing through the radiator.

NOTE that this is not about whether you have a so called Mk1 engine or a so called Mk2 engine but whether the engine is fitted with the earlier or the later inlet manifold, either of which can be fitted to either age of engine.

If you add to this the information that the Stag engine was fitted with an 82° thermostat up to engine no. LF22051/LE20882, an 88° thermostat between LF22051/LE20882 and LF41211and back to an 82° thermostat after LF41211, then we can work out that the correct thermostat to be fitted to your Stag would be:

- **LF1/LE1 to LF11429/LE1200**
  82° without a foot. Originally part no. 155960.
- **LF11430/LE10001 to LF22051/LE20882**
  82° with a foot. Originally part no. 154121.
- **LF22052/LE20883 to LF41211**
  88° with a foot. Originally part no. UKC0544.
- **LF41211 onwards**
  82o with a foot. Originally part no. GTS119.

However, if you currently search for GTS119 using 'google' you will only find 74° 'footed' thermostats and if you search for the other numbers you will find that GTS101 is an 82° 'footed' thermostat and that there will be no answers for GTS118. Thus the current GT101 is a replacement for both 154121 and GTS119. However, you may wish to try GTS104 as a replacement for 155960 and GTS108 as a replacement for UKC0544.

Phew ! That was a bit of a job but onwards...

There are still a few bits of the water system to consider so I will deal with them next month, along with the oil circulation system.

If, in the meantime, you wish to know more about the cooling system and its foibles, then our forum has some very good discussions – particularly at ***https://socforum.com/forum/forum/stag-owners-club/soc-forum/11649-6-vane-or-12-vane-pump-which-is-best*** and don't forget the work done by Dave Wardle and others back in 1994 on the comparison of different pumps and radiators which can be found in various places including, I believe, the forum technical pages.

Peter Robinson

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EASTERN REGION SOC DAY

BRESSINGHAM STEAM MUSEUM - MAY 2025

An Eastern Region event had been missing from our Calendar for several years, so Norfolk Area took the initiative to bring everyone back together again.

Planning started last year by searching for a centrally located venue within Norfolk with good access from all directions. The perfect spot emerged in Bressingham Steam Museum. It met all criteria and the management were incredibly supportive, giving us free rein to organise and deliver the event.

So, the booking was made & the date publicised in time for our Region's 2025 Calendars. Everyone involved from Bressingham's side & ours were impressed with the turnout which saw 45 Stags, a TR6, MGF & Porsche converging on Bressingham bringing 106 people for a brilliant day out. Areas represented were Norfolk, Suffolk/N.Essex, Essex & Cambridgeshire. Apologies if members from Bedfordshire/Northants and Hertfordshire/N.London were also there and we had not realised.

Our half-price day-passes allowed access to all Museum areas plus unlimited free rides on the four steam railways around Bressingham's 17-acre gardens. We also got free rides on the popular & historic 'Galloper'. Did you know a 'Carousel' turns anti-clockwise and the horses are often different to one another and prancing. However, 'Gallopers' is the British term for this ride which turns clockwise, most likely because we drive on the left, so when ladies sit side-saddle they would face outwards.

Museums included streets of Walmington-on-Sea with Dad's Army displays & vehicles. Also, many mighty steam engines in the Locomotive Sheds, and the opportunity to get up-close to two Royal Trains with their luxurious carriages.

Many friendships were renewed or built as we browsed the Stags from all over our SOC Region. Advice flowed freely & knowledge of our cars was expanded for many. Others just chilled-out by strolling around the beautiful gardens & chatting in little home-made-café style groups amongst the Stags.

If all that wasn't enough, Bressingham Garden Centre was adjacent to browse at leisure.

The range of photos & videos in this report will tell their own story & explain why, on leaving, many people were thanking Norfolk's organising team & asking them to consider running the event again next year. So, if you missed-out this time there may yet be another opportunity for you in future.

Kevin Mellor
Norfolk Co-ordinator






ALL
CHILDREN
UNDER 5YRS
MUST BE ACCOMPANIED
BY AN ADULT










Stag Owners Club

LETTERS TO THE EDITOR

YOUR THOUGHTS ON ALL THINGS STAG

I have been in the SOC for forty years and still have my car although its off the road at the moment. This will be the first time I have ever written in, I hope it is of interest. I am writing in response to Greg Whale's article issue 504 of the magazine about RVC432H LD11. He did ask for any additions to be discussed in the SOC website but I couldn't get my head around how this worked. I was wondering if the below could be added in the next edition as a point of interest about LD11 and about LD13 which is discussed in the last two paragraphs:

Picture the scene. Its summer 1992 and I'm at the local Post Office taxing my Stag (JUK403K LD3584-0) for another 6 months. In fact, it was the last time it was taxed and it's been off the road ever since – but that's another story. As I was leaning over putting the disc in the windscreen, a voice behind me asked, "is this your car?" I turned to see a little old lady with grey hair and glasses holding the handle of a tartan shopping trolley on wheels. "Yes it is" I replied. "I've got one of these" she continued. I thought to myself yeah right, it's probably a Spifire or something. "Did you do this one up yourself?" she asked. We had a brief chat and I told her I did cars up for a living and I had done quite a few Stags in my time. She asked if I wanted to come and have a look at her car which she said her husband was doing up. I arranged to go round that afternoon to take a look.

Well I hadn't given her much credit as the shape under the tarpaulin on her drive was clearly a Stag. I was met by her husband who immediately pulled back the tarpaulin to reveal a Stag in very poor state. It was partially stripped and was showing its age. If I remember correctly it was dark blue, but most of it had peeled off revealing the original white underneath. The first thing I noticed was the twin trumpet airbox so I knew it was an early car. It also has the remnants of an Inca Red interior too which pointed to it being an early car. I also noticed that there were no seams where the rear deck panel joined the rear wings and on further inspection I could see these were lead loaded rather than just filled with body filler, as is normally the case with poorly repaired cars. I'd heard that only the first 100 cars had lead loaded seams so my interest in this early car was growing by the minute.

I continued to appraise the bodywork with a view to doing the work for this charming couple but the prospect of having to keep a blank chequebook to hand didn't sit well with them. It was rotten in all the usual places including the floor pan under the rear seat which would have taken hours to repair properly.

I asked, "where is the rest of it?" and he duly opened the garage door to reveal the seats and other bits and pieces. My heart missed a beat as I noticed in the corner of his garage standing on it's end, was the front bumper with the number plate still attached – RVC432H.

I crawled between the fence and the nearside of the car to open the passenger door to check the commission plate. Indeed it was LD11.

I gave a ball-park estimate for the work and left my details with a parting request that he called me if he ever wanted to sell it and give me first refusal. Unfortunately he never did and the next time I heard about the car was when it was for sale in the SOC magazine in the mid-nineties. I rang the number but it had already gone. I can't believe this car was only a few miles from my home all this time and never approached him again. To be honest, after seeing the photos of how the car is today, I don't think I would have done it justice. It would have been nice to have been a custodian of it nonetheless.

While on the subject of press cars, RVC434H (LD13) was featured in a BBC TV series back in 1992 called Growing Pains which was written by my late Stepfather Steve Wetton and starred Ray Brooks and Sharon Duce. The series was about a family who fostered children as well as bringing up children of their own. The storyline of eldest son Mark, based on me, was about a teenager who bought a Stag to restore.

In 1991, Ray Brooks visited my house to meet up with my Dad to discuss details of the script before filming began. I had the pleasure of giving Ray a lift to Derby railway station to catch his train – in my Stag. As Ray got out of the car I offered to let the BBC use my car in the filming of the series and I even offered to drive it down to Elstree Studios for them. Ray thanked me but unfortunately wasn't involved in procurement at the BBC and no one contacted me to take me up on my offer. RVC434H was used in the filming instead and was featured in some good scenes too. Maybe JUK403K will be famous one day. All I can say at the moment is that someone famous has had a ride in it.

Mark Neal (9625)

SOCTFL NEWS UPDATE

SOCTFL – LOOKING TO THE FUTURE

Since its formation in the early nineties SOCTFL has been very successful in sourcing manufacturers and distributors in bringing high quality body panels and other parts to the market.

The company's main aim being to help keep our beloved cars on the road by providing financial support for the design, development and manufacture of tooling that enable parts to be made that simulate or improve on original specifications. Put another way parts that will fit well without hours of fettling, that will be fit for purpose and highly durable.

Over the years the company has been managed by volunteer members of the Stag Owners Club who have given freely of their time and knowledge in support of the company's aim which is to use the clubs surplus funds to produce parts to keep the car on the road.

If we look into the future it is clear that, if SOCTFL is to survive in the long term we need to plan for future directors and committee members who are willing and able to get involved. You may ask why is this necessary? Well in common with other car clubs and indeed commercial companies and organisations people's circumstances change over time. They retire, have health issues that make it difficult to continue in their role, and, yes, sadly some pass away.

SOCTFL is not immune from these issues. So in order to maintain operational continuity we really need to develop a succession plan.



What might this involve?

We need people to come forward who are interested in contributing to the work of SOCTFL. They do not need to have experience of automotive engineering to make a valuable contribution. A good way of finding out how SOCTFL works is to come along to one of our meeting or joining in one of our TEAMS meeting over the internet.

We need to provide some form of training for new committee members that passes on the knowledge and contacts held by long serving current directors and committee members. Perhaps in some form of mentoring process. Certainly, I have valued the support I have received since I joined the committee.

As you are probably aware SOCTFL is a company limited by guarantee and is owned by all the members of the Stag Owners Club. Like any club, it is only as good as the members who are willing to get involved in its running. This is true of the SOC and SOCTFL. So if this article has peeked your interest and you would like to find out more just contact me (southbirmingham@stag.org.uk) or Paul Smith, SOCTFL Chairman (soctfl@stag.org.uk).

Noel Sargent



Thought for the Month

Rupert Klaiber

"Rules are for the obedience of fools and the guidance of the wise".

Douglas Bader

STAG MODIFICATIONS
FITTING A ZF 4-SPEED GEARBOX

The first thing to say is this is not a job to be taken lightly; there's a lot of fabrication required and you really need a professional garage lift.

So how did I do it? First off came lots of online research. I discovered the following are required:

1. The gearbox, but actually there are several things required to select the correct box, see below;
2. A torque converter, again several varieties are available;
3. A BW35 bell housing;
4. A BW65 prop shaft;
5. An adapter plate to mate the gearbox to the bell housing;
6. A spacer to fill an approx 13mm gap between the gearbox output flange and the prop shaft;
7. An electronic speedo, see also in gearbox selection section;
8. Some mechanism to recreate the inhibitor switch functions;
9. Pipes to connect to the oil cooler;
10. A custom kick down cable to mate the box to the throttle mechanism;
11. Modification of the gearbox tail support bracket on the ca;r
12. And brackets, lots of brackets...


1. BMW tail mount on ZF gearbox.

First of all lets discuss the gearbox. From what I can gather from my research, there are two configurations of the ZF4HP-22 box. One was used in several cars (BMW, Volvo, Jaguar, Land Rover) and the other was used in Sherpa vans. The latter had a mechanical speedo drive but the ratios are lower in order to cope with the weight of a loaded van. And the former, car version, does not have a mechanical speedo drive.

The tail fixings for each car version are different but the BMW one is closest to the original BW tail fixing so that's the one to go for.

I went to my local automatic gearbox man, who coincidentally provides rebuilt BW boxes to Faversham Classics, and found that he had several, at least four, ZF boxes on his "old parts that might be useful one day" storage shelves. After inspecting these I learned another thing. Some of the later gearboxes have electronic selector mechanisms which is not compatible with use in the Stag. We selected an early "mechanical" box but this had a Jaguar tail mount so he agreed to swap this with a BMW mount from a later box (picture 1)

Gearbox man didn't have any torque converters so I resorted to ebay and found a Jaguar one for £35. Another learning point occurred here. Torque converters come in many sizes, who knew? The Jag one I bought was from a V8 car and was a big one. Ones from four cylinder BMW's and Volvos are small. However, any one should work with the Stag as its power and torque are no more than you would have got from a 1980s BM.

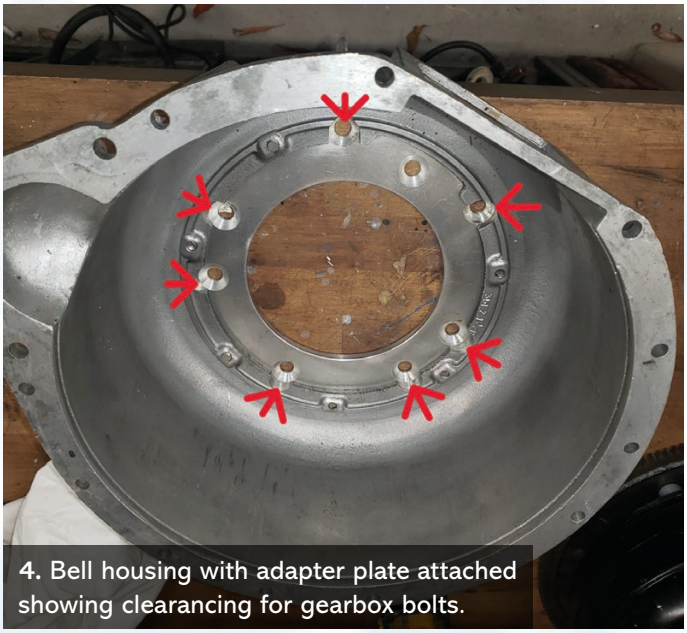
Gearbox man refurbished the box and sent the TC away to be overhauled. The spigot shaft on the front of the TC also needs to be machined to fit the hole in the Stag crank shaft. This was also done by the same company who overhauled the TC. Luckily the spigot shaft is bigger on the ZF gearbox TC's so they can just be machined down to the correct diameter and length for the Stag (picture 2).



2. ZF TC inside BW35 bell housing showing machined down spigot shaft.



3. Adapter plate.



4. Bell housing with adapter plate attached showing clearancing for gearbox bolts.



5. Engine plate clearancing for ZF TC mounting bolts.

He also used his network to get a kick down cable manufactured in the correct length with the appropriate fitting for the Stag at the throttle end.

All of this work was the most expensive part of the job and cost £1100.

Once I had the ZF box in my workshop I was able to fabricate the adapter plate. This is basically a round disc of 8mm stainless steel plate which fits onto the back of the BW35 bell housing with holes drilled so that both bell housing and gearbox can be bolted to the plate from either side using countersunk hex or Torx drive set screws (picture 3). The inside of the bell housing needs to be clearance to allow access for the bolts that go through the adapter plate into the gearbox front plate (picture 4)

Next job was to clearance the torque converter. With the converter pushed fully home it can be rotated and any clearance issues on the bell housing can be located from the witness marks left. These need grinding down until no fouling occurs. At the engine side the mounting bolts for the TC to the flex plate are on a smaller radius to the BW and this means some of the rear engine plate has to be removed to clearance the mounting bolts. This was done by drilling the flex plate for the new bolt holes then replacing it on the engine and turning the engine to identify through the holes where a clearance problem would occur with a bolt head. Then take the flex plate and engine plate off and grind off in the offending locations (picture 5).

The final piece of adjustment is for the back to front positioning of the TC. Having removed the BW box from my car I measured the gap between the bell housing face and the TC mounting points (picture 6) this was 11.5mm. On the ZF this distance was 13mm so a 1.5mm spacer was required. (picture 7).

So, theoretically, all the fabrication and adjustments have now been done so it is time for a test fit. However, thinking ahead and being optimistic that maybe I wouldn't have to take the box out again I decided to make the oil cooler pipes, the inhibitor switch and modify the rear gearbox mount before going for the test fit.

Luckily, I had oil cooler pipes from both gearboxes so I was able to take the end fittings plus some pipe from each and gently bend them to fit their new locations. I then cut the excess from the middle and by an amazing stroke of luck the BW pipe fitted exactly inside the ZF pipe so I could slide it in and solder the joint using capillary action to drawer the molten solder into the joint, result! (picture 8)

Inhibitor switch; lets cut a long story short by saying I fabricated a mount for two microswitches that allowed the starter to turn only when the gearbox is in park and actuates the reversing lights when its in reverse! (picture 9)

For the rear gearbox mount I measured the distance from the front of the bell housing to the mount on the BW box. I then modified the existing mount so that it ended up in the same position when attached to the mounting points of the ZF box. (picture 10) Also, I made sure the height of the output flange was the same.

On the first fit everything bolted into position fine. I identified that a supporting bracket was required for the oil cooler pipes (picture 11). Also, the prop shaft had to be lifted above the rear gearbox mount before that was attached as the mounts modified position caused it just (by less than a mm) to interfere with lifting the prop into position.

Next job was to attach the torque converter to the flex plate. At this point I discovered that the clearanced hole in the engine back plate that allows access to insert and tighten the TC securing bolts was not quite big enough (picture 12). This job would normally be done through the starter mounting hole but as you can see in the picture an additional cut out is needed to allow access to the TC bolts which are on a smaller radius. Much swearing and grinding with a Dremel followed in order to open up this hole a bit more with the gearbox still in position.

The TC bolts were carefully manoeuvred into position the problem being if you drop them, they will fall into the bell housing and you then have to take the gearbox off to retrieve them.

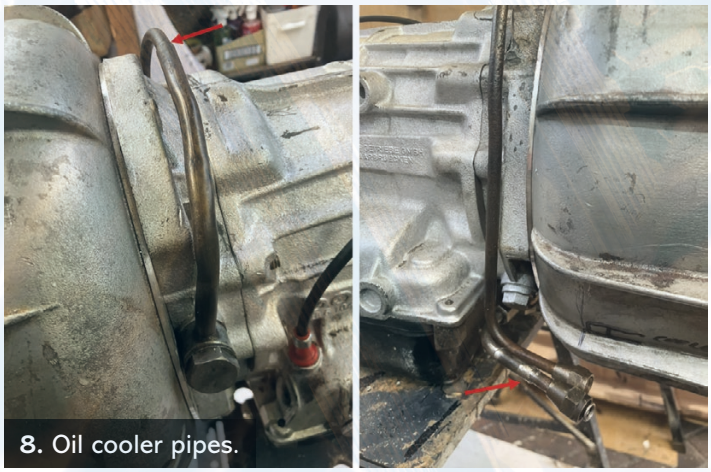
Then, disaster! During the tightening one of the bolts stripped its threads. In order to test for clearance this was ignored and the engine was turned over by hand to see if any grinding or scraping could be heard.

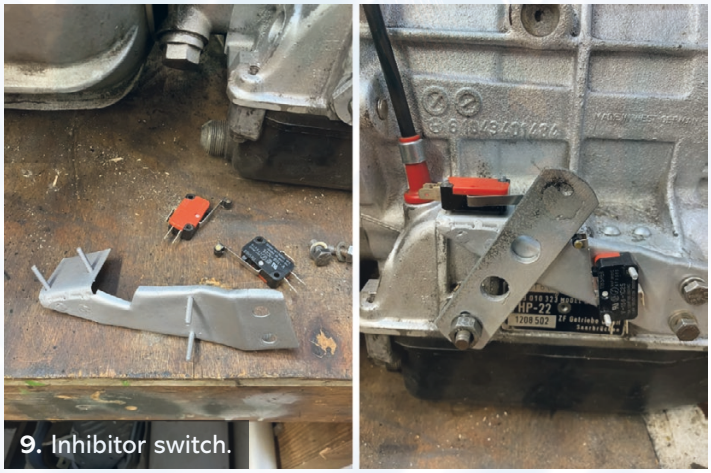


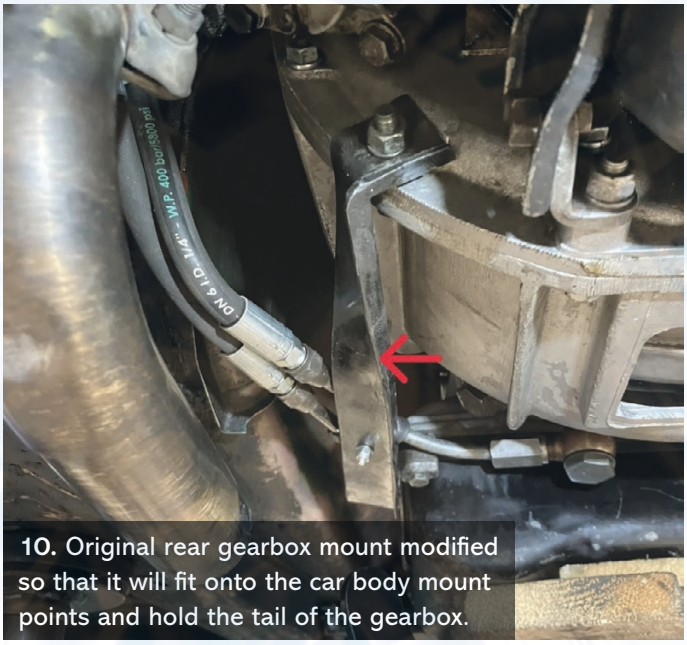
6. Measuring TC position in bell housing for BW box.



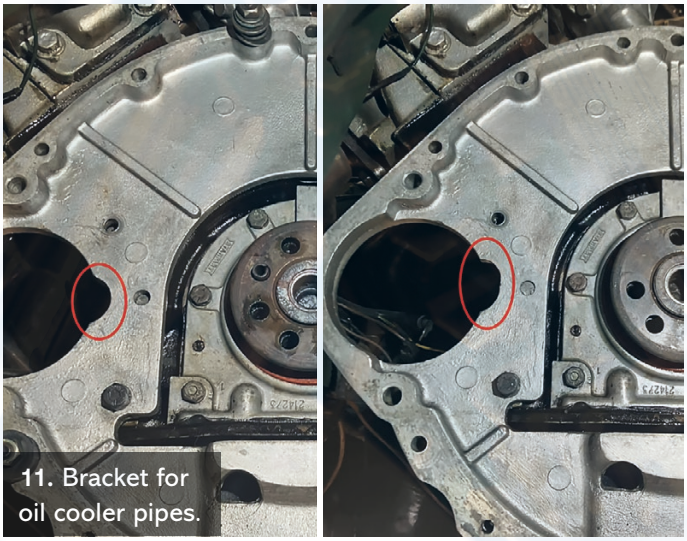
7. Spacer installed (temporarily with Blutac!) on ZF TC to give same clearance.


8. Oil cooler pipes.

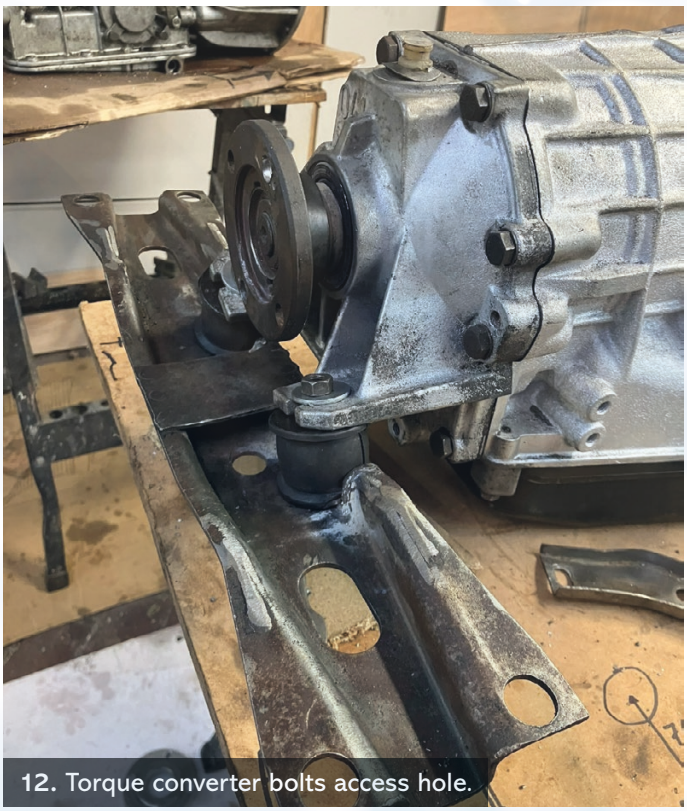

9. Inhibitor switch.



10. Original rear gearbox mount modified so that it will fit onto the car body mount points and hold the tail of the gearbox.



11. Bracket for oil cooler pipes.



12. Torque converter bolts access hole.

All seemed fine. So, all I had to do was remove the gearbox again, take off the torque converter and re-tap the broken thread Argh!

Once out it became clear that the threads were too damaged to recover so I decided to move up a size except of course I didn't have any bolts the right size. Amazon to the rescue. I hate buying fixings from Amazon, three suitable bolts were purchased for a little under two pounds each!! The only consolation being they arrived the next day.

The damaged hole was drilled and tapped, all the bolts and holes were cleaned and lubricated to ensure a smooth refitting.

Box duly re-installed and this time all the TC bolts did up nicely. The complete reassembly was done, prop shaft installed, rear mount tightened up, oil cooler pipes connected and secured to the newly fabricated bracket, all mounting bolts tightened and after a struggle, starter motor installed. Even with two men the top bolt was a complete ar*e! Next the exhaust was reconnected and those pesky rubber straps on the back levered into place. But, the centre mounts have nowhere to go. On the BW65 the exhaust centre mount bracket bolts to the bottom of the gearbox. A new mount needed to be fabricated. Measurements were taken and drawings done then the angle grinder and welder were broken out to make said bracket. Trouble was in order to fix it to the gearbox the rear mount needed to be removed so off it came…

Finally, the inhibitor switch and reverse light wires were connected but not until after having to make extension leads for them as my home made switch is mounted further back than the BW original.

Are we finally ready for a start I asked the assembled team. Not quite, put some oil in it first, then yes go for it came the reply. Except, wait, the gear selector was not connected. Oh hell go for it anyway, the car is on the lift and the selector can be moved directly on the gearbox for test purposes.

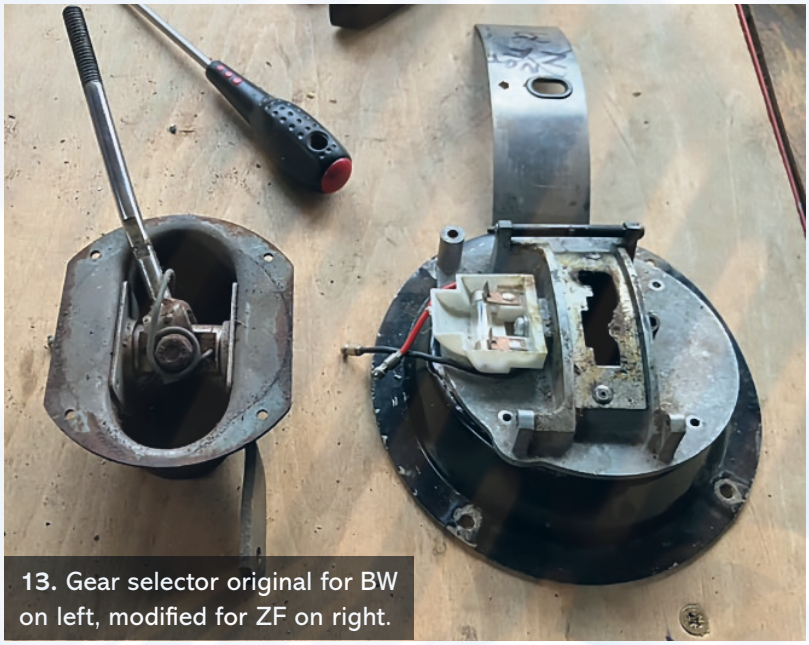
So the key was turned and the starter wizzed but did not engage with the ring gear. What had we done wrong?

I quickly diagnosed the problem, I (not we) had installed the flex plate the wrong way round, what a bloody idiot!

It all had to come out again, literally everything, OMG, we all went home feeling dejected.

Next day the, by now, well versed and experienced team had the box out in a bit over an hour. The flex plate was turned around and it all went back together but admittedly that took the rest of the day.

Take two, lets go for a start. This time the starter engaged and the engine fired up. But the jubilation was short lived. There was an intermittent ticking, something was fouling somewhere, it was only slight but it couldn't be left. Being brave I moved the selector to engage reverse then drive. The ticking continued and was joined by a steady drip of ATF. Everything else seemed to be working fine. The ATF leak was tracked down to one of the soldered joints I described earlier.



13. Gear selector original for BW on left, modified for ZF on right.



Right, tomorrow we will do it all again I said, have a good nights sleep!

Take three, everything removed and gearbox taken out. It then took a good five minutes of very careful looking to find the witness marks for where the TC bolts had very gently contacted the engine mount plate. I ground these spots down by a good couple of mm to ensure no further contact. I then took off the leaking oil cooler pipe separated the two parts by melting the solder and gave it a very thorough degreasing. Re-soldered it seemed fine but this time I tested it in a bucket of water with a 50psi air line. All was good.

Next day I decided to sort out the selector which I must admit I had forgotten about until this point. The selector shaft on the ZF box is on the left side whereas it is on the right on the BW. This can be addressed by flipping the selector lever mechanism. You have to remove the shaft and cam from the lever unit. The shaft can be flipped round and reinstalled with the cam now on the left side but the cam is now pointing forwards instead of backwards. The cam lever is brazed onto the shaft so the whole unit has to be heated enough to melt the braze so the cam can be turned on the shaft to point in the correct direction. I opted to put a couple of dabs of weld on to hold it all secure. Finally the cam lever needs to be twisted to the right orientation. More heat and a big pair of stilsons achieved this (picture 13). Also on this days jobs list was connecting the kick down cable. The pull on the ZF box is longer than the BW so this requires a longer lever at the carburettor end of the cable. (picture 14) the simple lever extension as shown in the picture was fabricated. Testing demonstrated that at full throttle pedal depression the kick down switch in the gearbox is actuated. This can be felt and heard as a slight click.

Take three part two; The team was reassembled and we put it all back in again. Easy if you say it like that quickly.

This time I also installed the selector mechanism. The connecting rod from the lever to the gearbox had to be suitably re-bent and reinforced (picture 15) the rachet on the ZF box is much stiffer than on the BW hence the need to reinforce the rod at the bends.



14. Kickdown cable longer pull mechanism at carburettor.

This time upon startup it didn't make any untoward noises and cycled through all the gears whilst on the lift. Time to get brave and take it on a test drive. Down on the ground, foot on brake, select reverse. Has it gone in? there wasn't any clang or jolt like I used to get from the BW. Foot off brake and slowly we reversed out of the garage. All good. Leave to tick over in neutral for a while. Check oil level, ok. Lets go for a drive. Off round the block, what a lovely smooth box but it only seems to be changing up to third. Back to the driveway to check oil levels again, still OK.

Look underneath, no leaks. Lets go a bit further. On this run it finally changes into fourth at just under 50 mph then almost imperceptibly the torque converter locks up at just over 60mph. Brilliant. I remember the gearbox man saying don't have the kick down cable too lose so that selecting first is too soft. If it's like that the oil pressure will be too low on a closed throttle and can damage the gearbox. So, I tightened the cable until I could just feel it when drive (1st) was engaged. This makes virtually no difference to the other change points.

Just one last thing to do, make the electronic speedo work. These can be purchased from Caerbont Automotive instruments. They make versions for Mk1 or Mk2 cars at a cost of about £250. Thinking I was being clever I glued four neodymium magnets into holes drilled in the aluminium spacer on the prop shaft. I made a simple bracket attached to the chassis and fitted a proximity sensor (picture 16). This was wired to the electronic speedo as per the installation instructions.

I went out for a drive and after a couple of twitches the speedo permanently settled on zero! Don't write in to ask how I measured the change points with a non functional speedo! All the speed measurements above were done with the sat nav.

Back to the garage check and test all wiring. All was good. After several email exchanges with technical support at Caerbont (Smiths instruments) and two changes of sensor five pounds a go, and many more tests conducted over the course of a very frustrating fortnight, the technician suggested I replace the magnets with plain steel bolts. Slightly easier said than done as the magnets were recessed and very well glued in. As soon as this swap was completed the speedo sprang into life and has worked perfectly ever since. The learning point from this is; don't assume you know better than the guy who wrote the instructions which did actually say use steel bolts!

So, in conclusion;

1. The four speed ZF is a wonderful upgrade for your automatic Stag. It is smooth and when the TC locks up for cruising you are doing just 2250rpm at 70mph (I do have a 3.4 diff fitted)
2. The installation job is by no means easy or particularly straightforward and even without my mistakes it's quite an involved job requiring machining, welding and fabrication skills and facilities.
3. It took me several weeks to complete the conversion, working 2 to 3 days a week and sometimes not at all. I am an enthusiastic amateur so I don't work the fastest.
4. I am pleased with the result but at times I wished I hadn't started! Having finished and with the benefit of experience, would I do it again? I don't know, maybe, but not for quite some time.

Jonathon Moss



15. Gear selector connecting rod.



16. Proximity sensor on prop shaft spacer and (below) electronic speedo.



THE CLUB STAG ARCHIVE

The Triumph Story, Part 17 – The Fifties Small Car Project (and other things)

There was so much going on within Standard/ Triumph during the early fifties that it is incredibly difficult to present it in a single cohesive history trail. In recent articles I have covered the Vanguard 'large car' range, the TR 'sports car' range and the money making tractor production. The thing which is missing from this is a 'small car' and this was most important to any car manufacturer just after the War.

But, hang on. Wasn't the Triumph Mayflower meant to be a new small car ? Yes it was, but it's styling just didn't say 'small car' because it was modelled as a mini Rolls – and it didn't sell particularly well because of it.



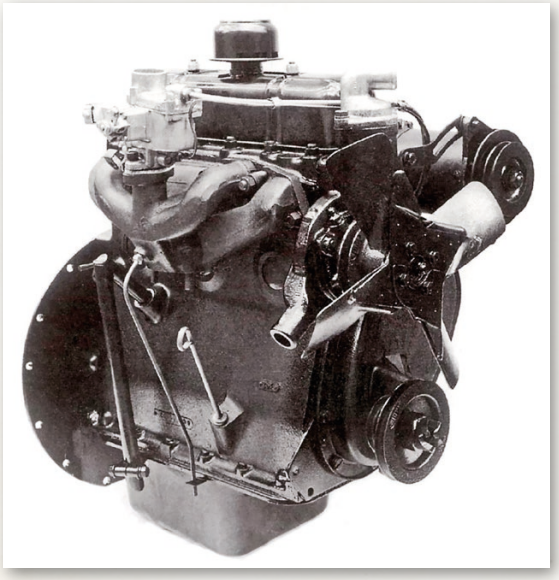
The Triumph Mayflower was a small car relative to the other Standard/Triumph offerings but it did not give the impression of a small car due to its styling. It did not sell as well as it should have done.

The Standard Eight

Razoredge styling may have been Sir John Black's weakness but he did recognise that he was out of step with the majority of potential car buyers (or did he think that it was them that were out of step ?). Whatever, it became apparent that a new small car was needed to take the company through the fifties.

Styled by Vic Hammond and Albert Coaley, under the direction of Walter Belgrove, the body of the new Standard Eight continued the monocoque style pioneered at Standard by the Mayflower. The suspension comprised semi elliptic leaf springs at the rear and coil springs, telescopic dampers and double wishbones all mounted to a detachable subframe at the front. One downside of this progressive front suspension was that there were 21 joints to be greased every 1000 miles. Girling hydraulically operated drum brakes were fitted all round. However, it was the engine and the gearbox which we need to take more notice of as derivatives of these would continue to be used in Standard and Triumph cars through to the end of Dolomite production on 1980.

David Eley was not quite given a free hand with the new 4-cylinder engine as, in order not to waste too much money on new tooling, it was required that the cylinders were at the same centres as the old side valve Mayflower engine so that the relatively new engine machining line could be used. Thus, the relevant sizes of the new overhead cam engine were set at 58mm (bore) by 76mm (stroke), giving a swept volume of 803cc – which happened to be exactly the same as that of the new BMC A-Series engine which had just been fitted to the Morris Minor. For neatness, Harry Webster insisted that all the electrical ancillaries to the engine – distributor, starter and dynamo – were all on the same side of the engine as the camshaft. The distributor was high up on the engine and a Solex downdraught carburettor was fitted on the other side. The quoted output was 26 hp.



The Small Car (SC) engine of 1951. Inlet and exhaust this side, everything electrical on the other side.

The newly designed gearbox contained four speeds and reverse with synchromesh on the top three gears – just like my first Mini built in 1961.

The new Eight was released in September 1953 and was spartan. No, make that 'Spartan' with a capital 'S'. The car had been fitted down to a price – a price that would undercut the opposition - and there was no boot lid, the only boot access was via the rear passenger compartment by folding down the rear seat back, sliding windows were used (remember the first Minis ?) and the glove box was made of cardboard. A heater was optional, as were hub caps, passenger sun visors and second windscreen wipers (!).



Sir John Back with an early Standard Eight in Wales. The factory would not dare send Sir John out without hub caps, the second sun visor and wiper or without a radio so this car is not quite 'showroom'.

Despite road test comments about the lack of a decent trim level and fittings, sales were immediately pleasing with nearly 10,000 Eights being sold before the end of the year and a further 50,000 in 1954.

The Standard Ten

The larger engined Ten followed on relatively quickly from the Eight in Spring 1954. It used the Eight body but with all the trim which the Eight had skimped on, including an external boot lid and wind-up windows. The engine bore was increased to 63mm and the resulting 948 cc generated 30 hp.



The Ten was a large engine version of the Eight and with some of the comfort put back.

The Ten was said to reach 69 mph, so it could potentially keep up with today's dual carriageway traffic but the 0-60 mph time of 38 seconds would not be acceptable to most people today.

Eight, Ten and Vanguard Progression

The various models of Standard saloon cars which stemmed from the 1953/54 range is not something which I need to dwell on in huge detail as they were all finished and replaced by Triumphs within 10 years.

The Eight continued until 1960, becoming the De-Luxe Eight in 1955 and the Super Eight in 1957, while the Ten spawned the Good Companion Estate in 1954 and a Family Ten in 1956. Laycock overdrive was available as an option on 2nd, 3rd and 4th from March 1957 (that's one gear better than on Stag !).

Also in 1957 the styling team revitalised the front and rear ends of the Ten and, adding a slightly tuned engine of 39 hp, launched the Pennant. This had a mix of Eight and Ten fitments (including the boot access arranged from inside the car) and sold well with 42,910 being built alongside the 310,000 Eights and Tens.



A 1958 Standard Pennant. Note the hooded headlamps (all the vogue in 1958), the new front grille and the chrome side strip to break up the body panels.

It should be noted that during this time the publicity people at Canley had decided to badge a few of the small car range models as 'Triumph' within some overseas markets, so you will have found a Triumph Pennant and a Triumph Ten in Australia, New Zealand and North America.

Meanwhile the larger Vanguard saloon had also undergone changes with a Phase 2 and Phase 3 being announced along with an economy model called the Ensign.

When the Vanguard was due for revamp, Walter Belgrove (don't tell me you have forgotten who he is already !) produced a totally different design based loosely on his 'Bullet' 2-seater car. This was, however, thought to be too radical, the final design being much more staid.



Belgrove's original sketch for the Vanguard update.

The new design continued with the separate chassis design of the Phase I but ditched the fastback rear treatment and replaced it with a proper boot and two side windows instead of three. Revealed in 1953 you could also get an estate version and, from 1954, a diesel was available with a 2092cc version of the wet liner engine which used the technology developed for the Ferguson tractor being made at Banner Lane. It was Britain's first catalogued diesel private car.



Phase II Vanguard with what is called a 'notch back' rear end.

By 1955, the design was again due for a refresh but this time a more radical approach was taken with the separate chassis underpinnings being replaced by a unitary construction body/chassis and on a much longer wheelbase (increased by 8in to 102in).

At the time Sir John was being particularly unpredictable and, instead of asking his in house team to style the new car, the contract went to Carl Otto at his independent design studio. Otto had been around for a while and had opened Raymond Loewy's London design office as well as being responsible for the Cord L29 while he was working for Auburn-Cord-Duesenberg. The resulting Otto design was not totally to Sir John's liking and he instructed Belgrove to slim the design down – which he did.

The 2088 cc wet liner engine was retained from the earlier Vanguards, the 3-speed gearbox retained it's steering column gearstick and the suspension changed little from the independent front arrangement of coil springs with double wishbone links and rear coil springs. Telescopic shock absorbers were used front and back as were hydraulically operated drum brakes.



Cord L29 Special Coupe – If you start your profession working on this, sorting out a new Standard should be child's play.



Vanguard Phase 3 as designed by Otto/Belgrove and featuring a totally revised front end, although the grille retained quite a complex look.

Special Vanguards

Unfortunately for us Triumph people, the Vanguard story is not quite finished as there are four more late variants.

When Triumph finally got rid of the not-selling razoredge styled Renown in 1954 there was a product gap which, in 1956, they filled with a more powerful version of the soon to be released Vanguard III. This was to be badged the Triumph Renown but was changed to the Vanguard Sportsman shortly before release. Phew ! and I say this because, although overdrive was standard, it only had a 3-speed box and, with bench seats and a daring two tone paint job, it did not hit the right market segment. Total sales amounted to 901.



Sportsmans (or should it be Sportsmen ?) were not all in these glaring colours but they all stood out paintwise. Note the radiator panel is nothing like any other Vanguard – it was meant to be different as it was to be a Triumph.

In 1957 Standard tried an economy version of the Vanguard with a lower trim level and a smaller, 1670 cc version of the wet liner engine. The car was badged as the Standard Ensign and sales totalled 18,852 between 1957 and 1961



A period shot of a Standard Ensign showing a simple front grille (compared to the Phase III). I wonder where the driver has gone – maybe for help ?

By 1957 Standard, or to be more accurate, Standard-Triumph, had a new stylist on board and he was asked for his ideas on freshening up the Vanguard. The result was the Vignale Vanguard, which replaced the Phase III in 1958 and the stylist was Giovanni Michelotti. Not much actually changed – the grille and lighting panels were made more acceptable and the steel wheel discs were different – but a four speed gearbox was offered, as was a fully automatic option.



Better selling than the Sportsman, the Vignale sold 26,276 units between 1958 and 1961.

And finally we get to something which we can take forward into the sixties Triumphs.

The Vanguard Six was introduced at the Motor Show in October 1960 and was built between 1961 and 1963 using the Vignale body but with better trim level, longer rear springs, higher gearing and with either 'three on the column' or 'four on the floor' manual options, both with or without overdrive. Front discs were fitted from 1961.

But the real news was that it had a smoother, more potent 1998cc, six cylinder OHC engine which had been derived from the small car engine. Although it looks as if it was just a matter of grafting two more cylinders onto the engine – and, indeed, the first engine to run had been constructed in exactly that way with a smaller engine being cut up and having new cylinder sections inserted – the design underwent a number of changes in order to keep the length at a figure which would fit into the Vanguard engine bay but cylinder diameters were kept the same at 76mm and this was never changed as there was little room to do so in the shortened block.

The Solex semi downdraught carbs on the new 'six' gave problems and apparently it annoyed Harry Webster that the alternative (better) SU carburettor was made by the opposition (BMC) The result of this was that Harry had words with a bright young chap called Dennis Barbet at the newly acquired subsidiary of Alford and Alder in Hemel Hempstead (more on that in the future) and he came up with what was to become the Zenith Stromberg CD carburettor that we all know and love (don't we ?). But that was for the future and with twin Solex carburettors the new engine developed 80 bhp and the new car would do 90 mph.

Of course, this engine would be used in various Triumph cars in the sixties and seventies starting with the Triumph 2000 saloon of 1963 – and indeed, with a lengthened stroke and a new capacity of 2498 cc, it was slated to be the first power unit for Stag when its release was originally planned for 1968 – but that is a totally different story.



The Vanguard Six (or Luxury Six as it was sometimes called) used the Vignale body, the distinctive feature of the 'six' was the 'SIX' lettering between the bonnet badge and the top of the grille.

In total, Standard sold 388,709 Small Cars between 1953 and 1960 and 345,742 Vanguards. This includes all the variants together with the estates and the few vans and other specials that were manufactured.

The Saloons in Motorsport

During the period, Standard rallied the Small Cars (alongside the TR2 and TR3) with notable success – 1955 RAC Rally, first overall (Standard 10), 1955 Alpine Rally, first in class (Standard 10), 1955 Tulip Rally, first in class (Standard 10), 1956 RAC Rally, first in 2 classes (Standard 10), 1956 Tulip Rally, first, second, third and fourth in class (Standard Eight), 1056 Alpine Rally, first in class (privately entered Standard 10), 1958 Monte Carlo Rally, second in class (privately entered Standard 10), 1958 RAC Rally, second and third overall (Standard Pennants).

During these years the car for the occasion was chosen after perusing the rules for each event because the handicap system often produced some strange results or prevented certain modifications being made. Sometimes the Small Cars were used and sometimes the TR2/TR3s were favoured. An excellent commentary on this period is provided within Graham Robson's book *The Works Triumphs*. If you want to read tales of international rallying in shirt and tie, sliding around in the snow and ice with 2CV deckchairs and without seat belts, or the invention of a 'pee chute' so that the Triumphs did not have to stop unnecessarily (blow back proved to be a problem though), then this is the book for you.



Prepared for the Tulip Rally in 1956, these three Standard Eights were placed 1st, 2nd and 3rd in class. Paddy Hopkirk is the driver third from the left.

Next month we will take a look behind the scenes at a total management restructure during the fifties.

Peter Robinson

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JOINT EVENT

LAKE DISTRICT - 6TH JULY 2025

These joint events are an excellent way of meeting fellow stag owners from other areas, and enjoying their friendship and camaraderie.

There is already interest in this event from North Lancashire and West Yorkshire areas.

Northumbria are are inviting you to attend the event and enjoy a great day out in your stag.

This is the first time Northumbria has had a joint event with North Lancashire, and I am sure it will be the first of many.

Want to increase the number of people attending an event? Why not invite along neighbouring regions and get to know them.

More joint events will give the club a larger presence on the road, and promote the club.

Good luck to Northumbria and the other two areas on the joint day out.

Peter Jones - peterjones@stag.org.uk



TOW STAG PUSHES THE BOAT OUT







It's the best towing car I've ever had,' says Derek Budden of his 50 year old magenta Triumph Stag. And Derek knows a thing about towing!

Since the mid seventies he's combined his love of motors with a passion for Keelboat racing and the pairing of the Stag and his 22' Keelboat is a regular sight on roadways – turning heads on its way to Regattas across the UK and Europe!

Derek bought the Stag as an abandoned project in December 2021. 'Everything was in boxes,' he remembers and the next few months were spent on extensive welding work and overhauling the brakes, steering and suspension services. He removed the 3.0 Ford Capri engine and replaced it with one from a 3.0 Ford Zodiac. There was an option to use a TV8 but in the interests of extra torque for towing he chose the Essex!

After a few months of re-building – mainly in the front garden – it was time for a re-spray. The original factory colour was Carmine Red, and there had been resprays of Pillar Box Red and Old English White. In the end, Derek and his wife Sara chose Magenta. 'The first thing Sara did,' chuckled Derek, 'was to go out and buy a handbag to match the colour of her car!'

Since then Derek and Sara say it has just brought them joy. The couple also tow a camping trailer and are keen members of the East Sussex Stag Owners club. So they spend a lot of time on trips and club events. However, it's the regattas that rack up the distances! In the summer of '22, they did more than 1200 miles in just a few weeks, primarily on a trip to Kiel in Germany so that Derek could race in an Olympic 50 Regatta in World Championships. It was quite a test for the Stag as the temperature was 41°C and despite heavy traffic and regular jams and hold ups in the Hamburg tunnels, 'she never missed a beat!' says Derek.

This year the racing calendar takes them to Holland for another regatta. The competition is world class but Derek's boat is a stalwart player and has featured amongst the leaders on more than one occasion. Its highest rating was when it came 6th in the world, beating some of the Olympic competitors of the day! 'Not bad for an amateur team from a small corner of Sussex, with a tiny budget but a lot a spirit!' Derek adds with a grin. Not bad at all and we all wish Derek and Sara, the boat and the Stag the best of luck when they set off on their journeys across Europe this year!

Sandy Gent

OUT & ABOUT

EASTERN

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BEDFORDSHIRE & NORTHANTS

I could not make the Natter an Noggin as on holiday but I was informed that only three members attended, Antony, Paul and Guy with Guy's Stag the only one in the car park

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

Chiltern Hills

We managed to cram 10 Stags onto the Club Stand after inviting two Stags to join us who had parked up in the general car display area. They were Andy Grover and Gary Witchalls both from the Buckingham area. Denis from the Northants area in his lovely blue modified Stag was parked up in the general display area but as he had arrived with his friend in an MGC he declined my offer to join us. The weather was kind and it warmed up in the afternoon. The Radio Bucks mascot came round the cars and I managed to get the finger of approval, he also thought he could drive off in my car.

Kimberly College

This was a new venture organised by the college and the Jaguar Enthusiast Club along with Loose Alliance car group

The idea of the meet was to see if any working liaison between classic car owners and the college students could



be formed to help each other. We were shown around the engineering workshop of the facilities available to the students which included the normal workshop equipment of a lathe, milling machine, welding booth and a small forge, but also they had three CNC machines which were not being used

On arrival the large college car park was dominated by Jaguars and Bentleys but the three Stags of Peter, Guy and myself soon had the students looking round the cars and taking loads of photos. The posters for the event stated hot food would be available but only the cafeteria was open for cakes and hot drinks so as Peter and I were wanting some hot food we moved onto the other local car



At the Chiltern Hill shows

show at the Compass in Greenfield where a hot BBQ was taking place

Stony Stratford

Stony was on the same day as the Luton Festival of Transport but entry was by donation on the day and attracted more Stags. Howard had already reserved a place on the market square, and had another white Stag from another area on display. While Ken chose to arrive on the day and park along the main street.

Luton Festival of Transport

The organiser of this event has changed and they have put up the entry price to show your classic more than admission for the general public, plus the organisers put a requirement of 20 cars for a club stand, so it was decided to avoid this show but Rob did not get the message and was the only Stag in attendance. Speaking with Rob and other classic car owners after the event they said it was poorly attended and would not go again. Let's hope the new organisers take notice and revise entry for next year.

Hells Angles meet

This was a spur of the moment meeting at our normal N&N venue which I circulated on the What's App group and 6 or 7 members said they would go. Unfortunately the weather rained a little early in the evening which put a couple off, so four Stags of Guy, Simon, Ken and myself joined the array of souped-up Fords, Clios, a few other classics and the motorbikes. The rain held off for the rest of the evening and we enjoyed a chat and drink in the Garden

Sunday Wilstead Garden Centre

This is a regular monthly Sunday morning meet which attracts a variety of different cars from Classics to souped-up Fords and super cars which Guy, Kevin and myself joined in our Stags. Kevins Magenta Stag got a lot of attention and I met with Sheldon from Classic Car fixers.

What's App Group

A lot of activity this month with notices of new car shows and venues being posted. Guy had a problem with his hood release cable snapping. He was not able to get a replacement like for like but with suggestions coming forward and the advice from Simon to use the plastic number plate screw to secure the back seat squab so that it could be forced away the get access should it ever be required again, he was able to get it fixed

Bedfordshire Web Page

https://wwwstag.org.uk/bedfordshire-landing-page/
Note to new members please let Russell have pictures of your cars and some information about the cars. Or any reports on trips to shows and events.

DIARY DATES

- July 8th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- July 12/13th Stag National weekend at Shuttleworth Old Warden Aerodrome Biggleswade SG18 9DX
- July 16th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- July 17th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- August 12th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- August 17th Sunday Flitwick Lockdown Car show Millennium Park MK45 1HP
- August 20th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- August 21st Natter and Noggin RED LION Elstow Bedford MK42 9XP
- August 22/24th Silverstone Festival Silverstone Circuit Towcester NN12 8TN
- September 9th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- September 17th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- September 18th Natter and Noggin RED LION Elstow Bedford MK42 9XP

BEDFORDSHIRE AREA WEBPAGE

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

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HERTFORDSHIRE & N. LONDON

Hello everyone. Just a quick update this month.

Our June meeting saw us return to The Golden Eagle where we enjoyed a special chilli and chips that Chris, our landlord, had laid on for us. Quite a few of the regulars were on holiday, but we still managed nine members, although sadly no Stags in the car park. Most of the evening was taken up with a talk from a special guest, Roger Kennedy, the Eastern Region Coordinator. Roger had brought along some items that SOCTFL had been working on from a remanufacturing basis. The new door handle bowl, (available as a kit for both doors!) the chromed air vent grill, (between the bonnet and the windscreen), both made from plastic, were very impressive and looked identical to the original items, until you actually handled them and could see how light they were! He also brought along a section of the new window runner rubbers, now made with the correct moulding, avoiding the snatch and stickiness of either old originals or cheap, new, inferior copies available from more dubious sources! As Roger's area is hosting the National Weekend this year at The Shuttleworth Collection, Biggleswade, he was able to give us more details about what we could expect to see both at the venue and planned events during the weekend. It really looks promising this year, so make sure it's in your diaries!

Next month (July) sees our second venture out to a possible new venue at The Woodman Inn, Brookmans Park for the monthly meeting. Hopefully we'll have a good turnout for this and then a vote can be taken on whether to choose it or The Green Dragon, (where we met for our

May meet) as the alternating venue to the Golden Eagle at Ashley Green, so please come along and support the area. Your vote could be the decider!?!...

You are most welcome to join us at our meetings held on the first Thursday of each month at The Golden Eagle, Ashley Green and now at alternating venues too. Please contact me if you wish to be added to the area WhatsApp group to get the latest updates on our events. See the diary below for what's coming up:

Peter Goodman

DIARY DATES

- Thursday July 3rd – H&NL monthly meet around 7pm at The Woodman Inn, near A1M/South Mimms, AL9 7TT. This pub has good parking, great food as well and the Barnet Classic Car Club also meets here, so it comes recommended. You don't have to eat either!
- Saturday/Sunday July 12th/13th – SOC National Weekend, The Shuttleworth Collection, Biggleswade. See elsewhere in the magazine for details.
- Wednesday 23rd July – Classics on the Common, Harpenden Common. The largest mid-week classic car show in the country. Over 1,000 vehicles on display. Free entry (but with a 'suggested' donation to their charities.
- Thursday 7th August – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- Thursday 4th September – H&NL monthly meet around 7pm at The Golden Eagle, or our newly selected alternative pub as voted on by you, our members! Stay tuned for news...
- Saturday 14th September – Chearsley Classic & Vintage Fun Day, Chearsley Cricket Club, Aylesbury. HP18 0DP.
- Thursday 2nd October – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

Peter Goodman
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ESSEX



May was the Little Baddow Open gardens was an excellent day as we were blessed with sunshine. 8 Stags on display and received the usual attention from the public asking questions. We visited many gardens and devoured cake and tea at more than one location. It had to be done in the name of charity fund raising.

Eastern Regional Day at Bressingham Steam Museum and Gardens was the following day to the Open Gardens and with 8 cars in convoy, it was a great run up Norf and upon arriving, well organised by the local area. Lots to see and do and again, blessed with hot sunshine. Will definitely go back again.

This month is a really busy one. We are attending in good numbers to the Hyde Hall Classic Car show on the 6th. There is National Day on the 12/13th, see magazine for details. We have been kindly invited by Jason and Natalie to host the area BBQ on the 26th, thank you both. The following Day we have the London to Southend Run which we have not done before and as I type this, it is very well attended by our area.

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

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

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

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

DIARY DATES

- July 3rd – Club night, Old Windmill
- July 6th Hyde Hall Classic car show
- July 12th -13th – National Day at the Shuttleworth collection
- July 26th - Area BBQ at Natalie and Jason's
- July 27th – London to Southend Classic Car Run
- August 7th – Club night, Old Windmill
- August 22nd – 25th - Long Weekend away TBA
- September 4th – Club night, Old Windmill
- September 14th – Maldon Classic car Show

Andrew Smith
Tel: 01702 511234 ***Email: yellowstagv8@gmail.com***



SUFFOLK & N.ESSEX

May continued at pace and the weather held out for us after the slightly cool Felixstowe run for our

Visit to the Vault

Peter had arranged this one. 6 Stags and a Mondeo met up at Barham for the short drive to Debach airfield, one of the many WW2 airfields in Suffolk, now a museum and an industrial estate where we headed into and parked up outside a rather unassuming warehouse where we were met by Alex. We were given an introduction to the company in a small workshop with a very interesting car being worked on: a Spectre R42 which is extremely rare. We were then shown round the other workshop areas and a storage room with some very nice cars of all types neatly tucked up under covers. Afterwards we were treated to a buffet lunch and plenty of time to chat and look around. What a great little place tucked away in the heart of Suffolk -well done Peter.

The next weekend started off for me at Gaydon with Peter and many other Coordinators for our spring meeting.

Eastern region day at Bressingham

12 of us in our Stags met up at another WW2 airfield, Eye, now called Oaksmere Business Park, before driving the short hop to Bressingham steam museum and Gardens to join a really good number of Stags from around the eastern region. We had a great day what could be better than Stags, steam trains and of course cakes. Barry and Roy were both celebrating their birthdays so there were even (lots of) candles on them! We all had a fantastic time thanks to Kevin and the Norfolk team for arranging this super day out.

6 Stags from Suffolk headed off to Germany for the ESM (unfortunately without me) and have just returned with, I'm sure, many a tale to tell. I look forward to hearing them at our next N&N.

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 July N&N The George. Hintlesham IP8 3NH
- 13th July National Day Shuttleworth
- 3rd August Helmingham Festival of Classics
- 6th August 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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CAMBRIDGESHIRE

Congratulations to the Norfolk Area for organising a fabulous day for the Eastern Region at the Bressingham Steam Museum & Gardens. It was good to see so many Stags lined up together and such a great variety of colours.

Bressingham had entertainment for all ages. The historical collections of steam engines and train rides also included vehicles and memorabilia. The young at heart among us seemed to enjoy the vintage fairground Galloper while their partners looked on. The gardens were also beautiful, so in all, this was an informative and enjoyable day for everyone. Our Area had a good showing with 8 Stags attending.





Our end of May visit to the Cambridgeshire County Show was blessed with sunshine. Our 10 Stags met at the nearby Elm pub and journeyed to the Show together. The Gazebo was raised in record time and accommodated our members extensive conversations throughout the day. There were many large agricultural vehicles on display but nothing detracted from our standout display of Stags. Everyone enjoyed the great selection of stalls and in the main ring were a variety of activities from the beautiful Suffolk Punch's, dog training, tug-of-war and much more. The Show seems to improve every year and so a lovely sunny day was had by all.

Our early June event was our first visit to the Fenland Classic Vehicle Show and Ramsey Rural Museum. We journeyed our cars to the show together having negotiated a good position for lining up our 8 Stags and Gazebo, which stood out from the 300 plus classic vehicles on display. The Show had multiple food and craft stalls, Tractors, motor-bikes and lorries plus dog shows. I am really pleased to advise that two of our member's dog's went home with rosettes. This was an especially well managed event and perhaps to keep in mind for a return in the future.

Our next event in June takes us to the National Horseracing Museum Classic Car Show to be reported in next month's magazine.

Well done to our Cambridgeshire members who have brilliantly supported four events in the last four weeks. I was a little concerned that it might be too much but you have turned out in force. Many thanks.

DIARY DATES

- Saturday 14th June National Horseracing Museum Classic Car Show, Newmarket
- Sat/Sun 12th/13th July SOC National Day at Shuttleworth Manor, Biggleswade, Bedfordshire SG18 9DT
- Sunday 17th August Treasure Hunt Drive
- Sun 7th September Mystery Tour and N&N
- Wednesday 15th October Quiz night and N&N at Admiral Wells Pub, Holme
- Cambridgeshire Team
- Chris Grove (Co-ordinator), Rod Kennedy (Deputy), Sue Cheffins (Deputy)
- Email: chris.grove.stag@gmail.com Mobile: 07950 022200

Cambridgeshire Team
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Email: chris.grove.stag@gmail.com
Rod Kennedy (Deputy)
Sue Cheffins (Deputy)

NORFOLK

RAF Attlebridge Airfield VE Celebration had 4 Stags flying our flag amongst a variety of other classics & military vehicles. Ted & Barbara, Terry, Colleen & Frank plus Chris were joined by Mike & Yvonne Cooke from Lenwade in their lovely BRG manual Stag. When Mike & Yvonne left home they had no thought of joining SOC. However, after being swamped with solutions to Mike's Stag-related questions, I believe they will now be reading this. So, when you see a 'T' registered BRG Stag at a N&N just ask Mike or Yvonne how that 'T' came to pass. We look forward to seeing you both again.

This was an enjoyable show at an historically significant site only 8 miles from Norwich. Taverham Band kept nostalgia alive throughout the day & a handful of volunteers keep this group thriving through sheer perseverance & enthusiasm. It uniquely still has the 1.25 miles long runway used by USAAF heavy bombers during WWII. We re-enacted their take-off & despite being in a minibus, empathy with those scared young American airmen who gave their lives for us was inescapable. The nostalgia in their underground Command Bunker & main museum was palpable. Learn more on Wikipedia then on Facebook at '466th Bomb Group'.

Eastern Region Day Bressingham Steam Museum – see separate panel in July's mag for reports & photos from Areas attending.

Seething to Southwold Drive proved the value of our WhatsApp group. A post from Stu suggested a drive-out due to a good weather forecast next day, starting at Seething Airfield. Stu, Peter & Jean, Steve Warner, Steve Bradbury & Terry & Colleen (celebrating 51 years of marriage today) were joined in their five Stags by Malcolm in his TR. Peter & Jean led them to Mrs. T's Chippy at Southwold & a brilliant day out resulted just from one post by Stu on WhatsApp. If you want to join our WhatsApp group for latest news, Stag-related queries, or chats, just contact me (Kevin) as below.

June Noggin 'n' Natter was a murky evening but still had 3 Stags in the car park. However, in our room were 42 members having 'sunny' chats! Andy & Jacqui advised that a vibrant (60-70 cars) classic car meet happens 9.30-1.00 the first Sunday of every month at Thompson (near Watton) Community Centre. You could always then book/eat at the nearby thatched Chequers pub. Peter & Jean reported Strumpshaw was brilliant as usual, even having a jet powered hearse! Alan & Doreen spotted 3 Stags at Sandringham Pageant. Kevin & Peter gave a brief report on the Co-ordinators Meeting at Gaydon.

Part of tonight was surprisingly technical (for us). Peter Robinson gave an interesting overview on SOCTFL's (SOC Tooling Fund) recent successes including passing around samples of the remanufactured chrome air intake grille (at base of windscreen) & door handle bowls. Their future plans may include those 'U'-shaped hardtop locking plates



remanufactured in stainless steel rather than the original 'Monkey Metal' i.e. Mazak. Peter asked for other ideas for SOCTFL's projects & Martin Wells unleashed a small flood of useful suggestions!

However, tonight's milestone news was that our Master (Mistress?) Baker, Doreen has retired after around 11 years of baking a cake for our monthly raffles. We thanked her for her contribution to our raffle income, which has been considerable. Sweet-toothed members buy extra tickets in the hope of being the one who issues the victory cry 'I've got the cake!' But fear not dear readers (especially Steve Bradbury), the tradition will live on in Tracey's capable hands. The enclosed photo shows the formal 'Cake Tin Handover' ... Doreen is the one with the largest smile on her face!

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

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

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

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

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OUT & ABOUT

MIDLANDS

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SOUTH CHESHIRE / NORTH STAFFORD

It is with much sadness that I must report the death of John Harrison, husband of Judy, the long-standing coordinator of the South Cheshire/North Sta s Area.

John was known and respected throughout the Club, and the North West in particular, as a fastidious restorer and builder of concours-winning Stags. His knowledge of the car was unparalleled and he had helped many other owners, his particular expertise in recent years being the fitment of new hoods.

Many Stags had passed through his hands over the years, and sold on. At times, he and Judy had as many as four Stags, and Judy still has the car which they bought new in 1972 and have owned ever since. Perhaps the oldest one-owner Stag?

We mourn the passing of a lovely kind and friendly man, who always had a smile and joke.

Our thoughts are with Judy and daughter Belinda Jane.

The cover of issue 167, September 1994 shows John in one of his concours cars with trophies, together with wife Judy and daughter Belinda Jane.

Nigel Cross



WARWICKSHIRE / LEICESTERSHIRE

I know I very often start my monthly ramblings with 'where on earth has this year gone' BUT IT'S TRUE. Happy Christmas to you all.

We are well into the season now with a few events done and plenty more on the horizon.

The Cars at the Spa show (Leamington Spa) was excellent with 10 Stags on our stand and 3 others scattered on other club stands.

We have been entertained over the last couple of weeks on our whatsapp group with tales from the ESM in Germany from Colin and Jan, Fran and Ian and Mart and Teresa. They have had a ball.

Very slow progress on projects again. GT6 has now got a little bit of wiring done. There is loads outstanding before we can sign off on the electrics though. At least the old girl can run now, and boy, she runs as sweet as a nut.

The 2k is still awaiting final tweaks on the gearbox, BUT she's running well now with no real worries,

Don't forget to let me know asap for any shows you want to do. I am completing applications as we speak, and it's a bit of a pain if I have to add people after submitting.

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

Tony and Di

DIARY DATES

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

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

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

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

Recurring events.

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

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

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

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

July 2025

- Sunday 6th – Market Harborough Classic Car Show.
- Sat/Sun 12th/13th – National Day at the Shuttleowrth Collection-see magazine for details.
- Sunday 13th – Gaydon BMC Day – checking details at the moment.

August 2025

- Sunday 3rd – Townthornes Summer Fete – BEN Care Home.
- Sunday 10th – Melton Mowbray Classic Car Show
- Sunday 17th – Ibstock Country Fair. Date provisional but likely to be this one.
- Fri/Sat/Sun – Silverstone Classic
- Sunday 24th – Gloucesters Goes Retro
- Monday 25th – Pershore Plum Festival 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

SOUTH BIRMINGHAM

Noel's Notebook

Isn't it amazing the difference some dry and warmer weather makes? Certainly true of May this year with lots going on amongst our members.

A few examples:

Scotty and Leia took a trip to north Wales and posted a picture of themselves enjoying very large ice creams. Maybe they should contact the Guinness Book of Records for largest ice cream cone section.

Andy and Kate took a trip to Belgium where they visited the war memorial at Ypres and the city of Bruges.





Chatting to Andy about the trip he was clearly moved by the by the list of about 240,00 names who had lost their lives but were not buried in the cemetery and in addition the shear number of white headstones stretching into the distance. On a brighter note they were very impressed with friendly Belgian people and the magnificent architecture of Bruges. A wonderful trip and the car behaved perfectly. Well done to you both.

Gary successfully completed installing a new overdrive unit and took what he described as a 'shake down' run that fortunately did not throw up any problems. Well none Gary you must be well chuffed!

As for me with the assistance of my son and next door neighbour tackled dealing with some MOT advisories that have come up in the last couple of tests. Poor hand brake efficiency on the left hand side, rusty rear spring and shock absorbers. I also wanted to replace the rear flexible brake pipes the pies to the rear cylinders. As we were taking so much apart it seemed a good time to replace the trailing arm bushes and clean every thing up. Of course a couple of other issues became apparent. Namely wear in the hand brake operating levers and broken strands in the brake cable and some rust damage the dome shaped 'bulge' of the top spring mount on the right hand side. However a bit of welding cured the mount problem and with everything freshly painted it all worked out very well.

I'll put something on the website to show how I changed the hand brake cable without having to take out the exhaust and propshaft to gain access to the compensator.

Finally let's hope we have decent summer ahead so we can get out and about and enjoy driving our cars.

DIARY DATES

July

- Sat 5th Bike Bonanza, Shelsley Walsh, WR6 6RP
- Sat 5th Hanbury Show, Park Hall Farm, Hanbury,

- Sat 5th Family Day, Highnam Court, Gloucs
- Sun 6th Vintage Meeting, Shelsley Walsh, WR6 6RP
- Sat 12th Ombersley Car Show, Ombersley Memorial Hall, WR9 0DY
- Sat 12th Astwood Bank Carnival, SE Davis, Astwood Bank
- Sun 13th Classic Car Show & Picnic, Hanbury Hall
- Sun 20th Classic Nostalgia, Shelsley Walsh, WR6 6RP
- Sun 20th Apley Classic Motor Day, Apley Farm Shop, TF11 9ED
- Sun 27th McMillan Afternoon Tea / fundraiser, Hosted by Tony & Christine Gibbs

August

- Sun 3rd Classic & Performance Motor Show, Wroxall Park, CV35 7N
- Sun 3rd Burford House Motor show, Tenbury Wells
- Sat9th/Sun 10th Championship Challenge, Shelsley Walsh, WR6 6RP
- Sat9th/Sun 10th Far Forest Countryside Show, Far Forest Showground
- Sat9th/Sun 10th Vintage Transport Extravaganza, Severn Valley Railway
- Sun 10th Footman James Coffee & Chrome, Chateau Impney, Droitwich WR9 0BN
- Mon 25th Pershore Plum Festival, Pershore

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott
Mob: 07970 206829 scottygsxr@gmail.com

WORCESTERSHIRE

We had a good turn out for our May N&N when we discussed the up and coming visit to the Morgan factory organised by the Cotswold area, and organised the applications for the Pershore Plum Fayre. I've sent in the group application, but if you want to go, just let me know and I can send you an application form (or you can get it from the Plum Fayre website). We also celebrated Andy's birthday with a cake baked by Christine. Happy Birthday Andy!!!

The Morgan visit went very well with 9 Stags in the car park. They are very well organised and I can recommend the tour to any other group. We finished off with a good pub lunch and then spent the afternoon in Howard and





Vals lovely garden. Thank you Howard and Val for your kind hospitality.

DIARY DATES

- 3 July - N&N The Oak
- 5 July - Highnam Court Family Day
- 12-13 July - National Day - Shuttleworth
- 20 July - Classic Nostalgia - Shelsley Walsh
- 27 July - MacMillan Afternoon Tea
- 7 Aug - N&N The Fleece (tbc)
- 25 Aug - The Pershore Plum Fayre
- 4 Sept - N&N The Oak
- 7 Sept - Malvern Village Fete
- 2 Oct - N&N The Oak

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall
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NOTTS/DERBY

Breakfast Run Wednesday May 21 2025

We left our house bright and early on a beautiful sunny Wednesday morning to meet up with others from the Notts/Derby area. The meet was at Croot Farm just outside of Derby, not a place we had visited before. The location was superb very picturesque looking out across the valley, with adequate parking for our 7 Stags and 1 TR7, even more important the breakfast was superb and set us up for the day very nicely.

After eating we travelled to the Denby pottery only about 6 miles away but several detours because of road works meant that the planned route was a little chaotic but we all arrived at the pottery unscathed.

After a short break we set off in convoy across the Derbyshire countryside following a preplanned route using Tulip Rally style directions heading by a circuitous route through many pretty villages eventually reaching the village of Eyam, a very famous village as this was where the spread of the great plague of 1665 was halted due to the vigilance of the local inhabitants.

The journey through the Derbyshire Dales was spectacular, not very busy so that for the most part we could all travel together without causing any holdups for



The Breakfast Run

people going about their business, in fact in most places people were stood at the roadside waving to us.

Once in Eyam we all had a drink and a piece of cake before making our separate ways home.

A great day out with beautiful scenery and good company thanks to Phil and Rachael for organizing a great run out, the weather you ordered was perfect and the breakfast venue was excellent.

Ian Sherratt

SOCTFL visits to local areas

At the recent coordinators meeting and SOCTFL AGM the idea was put forward that someone from the SOCTFL committee could visit local area groups and explain to members what the tooling fund is, how it works, the work involved in developing new products and the thinking behind those new ideas. They would also bring some of the products for members to see and examine.

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

We are provisionally looking at later in the year, possibly October or November, but nothing is confirmed yet. Giving you all plenty of notice will hopefully encourage a good turnout of Notts Derby members

New members

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

WhatsApp Group

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

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

Our next meeting is on Wednesday 2nd Ju

Events and Shows for 2025

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

DIARY DATES

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

Booking is direct with the organisers where contact details are supplied

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

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

- 12th – 13th July Stag National Weekend, Shuttleworth Collection, Old Warden
- 13th July BMC / BL Day Gaydon
- 20th July Ashover Classic and Vintage Show
- 2nd – 3rd August Hebden Bridge Vintage Weekend
- 13th August Ilkeston Classic Car Show
- 16th August Barlow Carnival, Chesterfield www.barlowcarnival.co.uk
- 17th August Kings Bromley Show www.kingsbromleyshow.co.uk
- 23rd August Gloucester Goes Retro
- 25th August Silverstone Classic
- 25th August Pershore Plum Festival
- 7th September Triumph Day, Imperial War Museum, Duxford TBC
- 7th September Triumph Day, Shuttleworth Collection, Old Warden TBC
- 7th September Triumph Day, Great British Car Journey Museum, Ambergate
- www.greatbritishcarjourney.com Look at the Themed Events page for booking details
- 13th – 14th September Road, Rail and Ale, Statfold Country Park, Tamworth
- 20th September Area Day, Huddlesford
- 21st September Hinckley Classic Car Show

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

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SHROPSHIRE & SOUTH STAFFORDSHIRE

Steve Ellison

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OUT & ABOUT

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WEST YORKSHIRE

Classic car enthusiasts are always on the lookout for events that celebrate the artistry, history, and engineering marvels of bygone eras. Two remarkable events stand out for their unique settings and community spirit: the classic car shows at Wentworth Woodhouse held in May and the De Lacy 7 Dales Run. Both events offer an extraordinary opportunity to immerse oneself in automotive nostalgia while enjoying picturesque locales steeped in history and natural beauty.

Wentworth Woodhouse, an architectural gem nestled in the heart of South Yorkshire, provides the perfect backdrop for showcasing classic automobiles. With its sprawling gardens and magnificent Palladian mansion, the venue sets a tone of timeless elegance. Events held here in May take full advantage of the property's charm, blending the grandeur of historic architecture with the allure of vintage vehicles.

Attendees to the May classic car shows at Wentworth Woodhouse are treated to an impressive display of vintage and classic cars ranging from pre-war designs to post-war favourites. Models from iconic marques such as Jaguar, Aston Martin, Rolls-Royce, and Bentley make regular appearances, alongside lesser-known treasures from brands that have faded into history. Visitors can marvel at the craftsmanship and detail of vintage engines, interiors, and exteriors that stand as testaments to the golden age of motoring.

The event is not just about admiring cars; it's also a meeting ground for owners, restorers, and enthusiasts to share stories, discuss restoration techniques, and exchange tips about keeping these timeless machines running. For families, the event often includes food stalls, live music, and activities for children, making it a delightful day out for all ages.

The classic car shows at Wentworth Woodhouse foster a strong sense of community, attracting visitors from across the UK and beyond. It's a celebration not just of cars but also of the shared love for history and preservation. Whether you are an aficionado with a deep knowledge of automotive history or a casual visitor intrigued by the beauty of classic cars, the event offers something for everyone.

The De Lacy 7 Dales Run is a unique automotive event that combines the love of classic cars with the joy of exploring some of the most stunning countryside in and around Yorkshire. Named after the seven dales of the Yorkshire region, the run takes participants on a breathtaking journey through rolling hills, charming villages, and verdant landscapes.

Starting from a designated location, participants in the De Lacy 7 Dales Run navigate a pre-planned route that allows them to experience the beauty of Yorkshire's natural treasures. This event is particularly popular among owners of classic cars, with around 80 cars participating, as it provides an opportunity to showcase their vehicles in motion rather than stationary displays. The sight of classic automobiles winding their way through scenic routes is a spectacle that draws admiration from locals and tourists alike.

The De Lacy 7 Dales Run is open to a wide range of classic cars, from sleek sports cars to robust touring models. The event encourages participation from all makes



The classic car show at Wentworth Woodhouse

and models, ensuring a diverse lineup of vehicles that honours the rich history of automotive design. Participants take great care in preparing their cars for the journey, as the run tests both beauty and performance.

Each dale presents its unique charm, from valleys dotted with wildflowers to historic bridges and quaint village squares. Stops along the way allow drivers and passengers to enjoy refreshments, take photographs, and soak in the ambience. The event is as much about the journey as it is about the destination, creating memorable experiences for everyone involved.

Beyond the drive itself, the De Lacy 7 Dales Run is a social occasion that brings together classic car owners and enthusiasts. The event usually culminates in a group gathering, where participants can exchange stories, celebrate the day's accomplishments, and forge new friendships. Whether you are a seasoned driver or a first-time participant, the warmth and camaraderie of the group guarantee a fulfilling experience

Although the West Yorks Stags, along with Roland Tate, Mike & Sylvia Reeve's and our very good friends Ray & Mel Swanick, all attended the ESM in Germany, this will have to wait for next month's magazine addition

Wayne Day
Email: westyorkshire@stag.org.uk

CLEVELAND & CO DURHAM

Spring Bank Holiday weekend was busy with two shows in two days. On the Saturday we met up with TSSC in Durham for a convoy drive to Ushaw House for their classic car and bike show. Joining us for the first time was Patrick Wilkinson, it was good to meet you Patrick after missing out last year. John and Karen, and Bob James, who surprised us with his last-minute decision to get the stag out and come along, completed the line up. Elsewhere on the field were Eric and Anne, Stephen and Christine, and John and Lizzie.

Meeting us in Great Broughton on the Sunday morning were John and Margaret along with some of the TR Register for the drive through Bilsdale to Thornton le Dale for the classic car show. Arriving shortly after us were Sean and Julie who had travelled with Harry to the show.

Finally, I have to say what a fantastic time we had at the recent ESM in Germany. Grateful thanks to our German hosts. We went as a group with eight cars from West Yorkshire and Roland from Northumbria to make ten. Really this is a nudge to get you to think about the next one in 2027, which is in Holland. Whereas it was something like 450 miles Rotterdam to Nuremberg, which may well have put people off, it will be only about 70 miles to drive next time, so, have a think!

DIARY DATES

- Saturday 12th- Sunday 13th July SOC National Day, The Shuttleworth Collection, Bedfordshire.



Ushaw House

- Sunday July 20th Newby Hall
  see https://necpwa.org/page.php?6
  Mike & Brian

Mike Reeve
Tel: 01642 710101 michaelreeve121@btinternet.com

NORTHUMBRIA

Welcome to new member Dominic Timney based in North Shields – we hope to see you out soon!

Our Club drive on 25 May to Grade 1 listed Dilston Castle and Chapel was a great half day out. The grass where we parked 23 Triumphs in front of the 15th century tower house had been freshly cut just for us. Our host was John Nicholls MBE, President of the Northumbrian Jacobite Society. John was a most enthusiastic speaker and in the Catholic chapel, built in 1616 when Catholics were suppressed, we learned all about the owner, John Radclyffe, who was on the wrong side in the 1715 Jacobite Rebellion and was executed for treason. We were treated to bacon butties and hot drinks in Dilston Hall café, run by the students of Dilston Hall, who had also kindly made special mugs marking the date of our visit. Kevin & Christine surprised us with their other classic – a 1967 green Morris Minor – and Maurice & Stella also brought their French blue Stag out for the first time in a few years. We were pleased to give £400 split between Dilston Hall and the Jacobite Society.

As the most northerly Club member to attend the ESM in Nuremburg, the distance involved was initially unsettling – would my 51 year old Triumph make it there and back? Driving to Hull for the ferry with Mike & Sylvia was a good start then meeting up with 8 Stags from West Yorkshire really helped to cover the distance in convoy. Graham, Wayne & David and the whole team from West Yorkshire were fantastic and it was reassuring to have company in case anything went wrong – but in the event the car performed well. The ESM was very well organised, the hotel was good, the scenic drives were well planned and we visited the Dauphin classic car collection and the private Maybach car museum. There was also a guided visit to the Nazi rally ground and a walk round the city centre – as well as time to listen to some of the best German youth choirs in the German youth choir festival



Northumbria & Worcestershire Areas joint visit to Tynemouth Priory

which was on at the same time. A reassuring feature of these foreign trips is the standby professional technical support for members. One member suffered a broken suspension spring which was replaced within hours. If anyone lacks confidence to take a classic car abroad this should certainly help!

On Thursday 5 June we met with Paul Catterall and 8 Stags from Worcestershire Area on North Shields Fish Quay; tops were down and together we drove 13 Stags and one Spitfire through the portcullis of Tynemouth Castle in the first ever private visit by classic cars (there have been public visits where one has to remain in situ for the public for several hours). Our group of 28 received a history talk by the new Site Manager, describing the three kings who had been buried nearby; then looked round the gun battery and the remains of the abbey which was destroyed by Henry VIII in 1536. The views over the mouth of the Tyne were superb. Our visit lasted 90 minutes and we left our guests to return to their hotel in Bellingham.

One of the Worcestershire Stags split from their group driving north and unfortunately then suffered indicator failure on Friday evening – not a good time to solicit local garage attention. We were contacted and hero of the hour Brian George successfully diagnosed the fault, located a faulty earth underneath the dashboard then made good the connection. We were delighted that Andy & Julia could get home safely.

We were staggered when Paul Catterall and our new friends from Worcestershire turned up again on our raid over the Scottish border on 8 June to the BVAC Classic car show (photos elsewhere). Our drive was 80 miles each way through fabulous border countryside to the imposing Grade A listed 16th century Thirlestane castle, home to the Duke of Lauderdale and visited by Bonnie Prince Charlie, Mary Queen of Scots and King James VI. The day was organised again this year by John & Angela of East of Scotland Area; supplied with drinks and refreshments and a seat in their gazebo to relax and we had a 'full day out'. Thanks to you both for all you did. Castle tours were also available, the weather was good throughout the show and there were over 1,000 classics to view.

We look forward to seeing more of our newer members and those members who we rarely see. It's your club - let us know if there are things you would like us to do.

DIARY DATES

- 6 July – flagship event – longer drive (some doing overnight stay) to fabulous private Lingholm estate with café near Keswick; view owner's private classic car collection – joint event with North Lancashire Area and members from Cumbria. We also hope to welcome a group from West Yorkshire.
- 12/13 July – SOC National weekend at Shuttleworth (near Biggleswade) – see magazine (join me on train?)
- 27 July - drive through spectacular Northumberland countryside to fabulous 17th century grade 1 listed private country house incorporating a 14th century pele tower near Whittingham in north Northumberland for coffee & scones, private tour by current resident who is a historic car enthusiast
- 17 August – flagship event – 16th century recently restored grade 2 listed country house in County Durham once the home of a prime minister and used as a WW2 PoW camp – coffee, scones and tour by owner joint with Durham & Cleveland Area
- 7 Sept – drive to 18th century country house near Kielder designed by Capability Brown – the private home of a Border Reiver family since the 14th century - includes short tour by the owner of the Hall and gardens and some surprise entertainment!

Roland & Brian

Roland Tate
rolandtatetcf@gmail.com

NORTH YORKSHIRE

Andy Maughan
Mobile: 07762 543920
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LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required

Please contact the Regional Co-ordinator

Graham Falshaw
meredies@talktalk.net

Parts and Panels Funded By .....

Stag Owners Club Tooling Fund

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

Email : soctfl@stag.org.uk



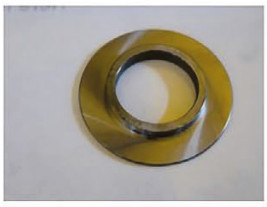
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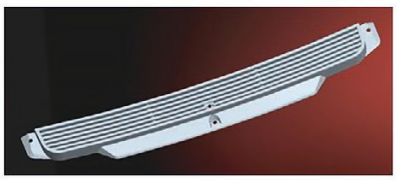
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SOCTFL parts and panels should be available from all the major specialist suppliers

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

Members to maintain and restore their cars

OUT & ABOUT

NORTH WEST

Regional Co-ordinator:
Jeff Booth jeff.booth1@btinternet.com
Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

Once again, news has reached me that another long-standing member has passed away. John Harrison has been associated with the Stag and club in this part of the country, with Judy by his side, of course, for many decades. He had vast experience of running and restoring Stags, and was one of the first people I spoke to when I joined SOC ten years ago and was seeking advice on buying a car. He generously offered initial and continuing guidance which has added so much to the enjoyment of owning and understanding my Stag. Rest in peace John, you will be missed by many, and we send our sincere condolences to Judy and the family.

Our recent events have continued to give us some very enjoyable days out, with six cars joining a regular run on the Weaver Wander through Cheshire & Shropshire, including (again), being award the trophy for Best Club. Although our numbers were down on previous years, we also had good days out at Gawsworth Hall on Monday 26th May and the Peaks & Dales run on Sunday 1st June. I also did a short visit to Capesthorne Hall on Sunday 25th May, to meet up with Nigel Cross, and had the pleasure of greeting a couple of new members who we had not met before. We are all keeping our fingers crossed that we enjoy favourable weather for the next batch of events as the summer continues.

Please feel free to contact me for any up-to-date information on events and meetings, as last-minute additions and variations are always possible. Please also note that we are not holding our regular monthly meetings for the next couple of months due to dates clashing with events.

Regards, Nick





DIARY DATES

July

Sat/Sun 12/13th SOC National weekend Bedford

- Sunday 13th Caerwys Practical classics show
- Thursday 17th Bowls evening, Railway Inn Mobberley

August

- Sat/Sun 2/3rd Hebden Bridge Vintage Weekend
- Sunday 10th Meeting at Vera's for garden party
- Sunday 17th Tatton Park Classic Revival Show

September

- Sunday 14th Meeting Rixton Community Hall 4.00pm
- Sat/Sun 20/21st Great British Car Show Knutsford
- Sunday 28th Walled Towns Run

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

Last month we tried the Bay Horse for our monthly meeting, it was decided to carry on at this location, we fitted in no problem it was not to busy, the landlady was pleased we had chosen to try her pub and was very welcoming. So last night was our second meeting there, we had 14 members present and we will be using this location for all our meetings for the forseable future.

Up to now this month we have had a presence at Lytham Hall, The weather was good and our members that went reported a pleasant day out and a successful show.



Our next event was Chipping Steam show I didn't make it but 3 stags attended. From the reports.

On the bank holiday Monday we had a presence at The Great Harwood Agricultural Show and from the feedback it was a good event not just cars/tractors etc but cattle, sheep, and everything agricultural, it was reported it was too big to see everything in 1 day.

On the 1st June we went to Heskin Steam Show weather was threatening but by 12:00 it had turned out to be a good day, This show is getting bigger each year with lots of Steam/ Tractors/Cars/commercials etc with some good entertainment thrown in for good measure 11 of us finished the day with a late afternoon meal at a location we have not used before (The Travellers Rest at Euxton) everyone enjoyed it and said they would go again.

On the 8th June 5 Stags attended Slaidburn Steam. It is just a small village show and very easy going. We went in the afternoon arriving around 13:00 and although the weather was heavy rain on the way there it cleared up about 5 miles from the show and stayed bright and dry for the afternoon, we all had a pleasant afternoon on our camping chairs having a chat talking to other visitors and enjoying the exhibits.

DIARY DATES

Other events this month are:-

- Sunday 15th John Whittaker Run
- Thursday 19th Wray classic car show and barbie late afternoon
- Sunday 29th Fylde Vintage show
- Sunday 29th Burnley Classic (Townley Park)
- Sunday 6th July We are attending Northumberlands event at the Lingholm estate

All of which I will report on next month

NOTE JULY WE DO NOT HAVE A N&N instead we have a short drive of about 1 hour to a restaurant for an area get together and evening meal and because it is only 2 days after our weekend in the Lake District we are moving it to the 3rd Tuesday in July the 15th

Our Monthly meetings continue in August on the second Tuesday in the month and will be at the Bay Horse on the A59 at Osbaldeston post code BB2 7HX

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton
Tel: 01772601164 d_haughton@btopenworld.com

NORTH WALES

Unfortunately I was not able to go on the May "last Thursday of the month" drive out and lunch, which was organised by S.O.C. member Martin Hilliker. I am told that they had a good run through the Clywd Range and finished at the Dinorben Arms at Bodfari.

Three Stags attended the first show of the year at Claremont Farm. It was a sweltering hot hood-down day, and generated the largest turnout of cars and visitors that I have ever seen at this venue, At times, the queue for the ice-crem van must have been more than 50 people!

Two weeks later, 6 Stags parked together at Capesthorne Hall, on a cold and showery day. Less cars and traders than usual, obviously a reflection on the forecast and actual weather!

At Tatton Park, Judy had booked the Sunday only, so we were located away from the other club stands, in a "no-mans-land" between the private entries and the public car park. Considering the indifferent weather, we did well to muster 9 cars and a large gazebo, which provided welcome shelter from a couple of showers. The weather did clear up, and I braved the 50 mile journey back to North Wales roof-down, but I wished I had put my jacket on! Unfortunately, my daughter's Stag was a no-show, having "failed to procede" after covering little more than a mile from home on Merseyside. She called the R.A.C., but the young lad who attended could not get the car going as he was unable to couple up his lap-top! She had a recovery home and later attended in her everyday Mini, for which I was grateful as she was bringing the chairs and picnic lunch! I haven't had a chance to look at the car yet but I am suspecting a fuel pump or inertia switch problem.

The Tatton event was rather poignant as it was the last one Judy Harrison would organise following the sad death of her husband John in early May. Thank you Judy, and John, for all the efforts you have put in over the 30+ years you have been arranging S.O.C. attendance at the twice-yearly events at this location.

For an August Tatton Park event pass (Sat 16th and/or Sun 17th August), please contact me (not Judy) asap.

If you want a last-minute pass for Caerwys, (Sunday 13th July) please contact me asap

DIARY DATES

- Sunday 20th July Capesthorne Hall.
- Sun 17th August Tatton Park
- Sun/Mon 24th/25th August Capesthorne Hall
- Mon 25th August Prestatyn
- Sun 31st August Arley Hall

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

Nigel Cross
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OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

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

WEST OF SCOTLAND

Show season is now underway, with our first 2 shows completed. The first show was at Bridge of Allan on the 11th of May, not all of the group wanted to go this year due to the long traffic jam waiting to gain entry. With this in mind, we decided to split into 2 groups, where those who wanted to, went to the show as usual making sure that the Stag stand was well represented, and the rest of us did a lovely run out to Glencoe. Our run started at Caulders where we headed out to the infamous Green Wellie Shop for a pit stop. We said hello to a few of the bikers who were also out for a Sunday Run before heading up to the Glencoe Skilift centre where we had a lovely lunch. Glencoe is absolutely breathtaking no matter when you visit which is why the roads and every carpark and spare bit of verge is always full of people enjoying the gorgeous scenery. We then took the road from Glencoe towards Oban doing a complete circle before heading back home for the day. Both teams had a great day out which was a successful outcome for everyone. As it worked so well this year we will do that again as an option for next season.

The next show was on the 8th of June held in Errol. This is also proving to be a popular little show as its attached to a Sunday Market, plenty of cars to see and


At Errol

market stalls where you can find just about anything you want and probably stuff you didn't event think you wanted but ended up buying anyway. We unfortunately, had a few call offs, but we all had a great day despite our stand being slightly quieter than normal.

Next show is Moffat at the end of June which is always a busy one.

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

DIARY DATES

- Glamis 12th & 13th July
- Biggar 17th Aug (bookings still available for this event)
- Scone 13th & 14th Sept

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



At Glencoe



Some of the visiting Worcester group at the club stand at Thirlestane Castle

EAST OF SCOTLAND

The 50h BVAC Classic Festival of Motoring was held at Thirlestane Castle in the Borders in early June. The warmest/driest spring on record was safely behind us as the club gazebo was erected in the rain on Saturday, but the main event on Sunday was warm and sunny throughout, followed by rain again all day Monday. Twelve Stags were booked into the club stand, four local cars and eight from NE England. We also had a rogue Herald to add some interest. Thanks as usual to everyone for making the journey. One of the cars from Co Durham didn't make it unfortunately, getting about half way before overheating and being recovered home. It was a pleasant surprise to be visited by a squad of members from the Worcestershire area who had bravely ventured into northern England for a holiday and made an ad-hoc decision to slip into Scotland for the show, leaving their five Stags in the public car park.

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

NORTHERN IRELAND

Due to the holiday season, there will be no monthly meeting in July. Our next outing is an invite from the Lisburn City Old Vehicle Club to join them on Saturday 2nd August for their run to the Somme Centre at Conlig, followed by a BBQ at the Turnip House near Castlewellan.

Our next SOC Group outing will be to Moynalty Steam Threshing Festival in Kells Co. Meath on Sunday 10th August. Members should be ready to leave Sprucefield at 08:00 sharp when we will travel south for breakfast around 09:00 at the Applegreen Castlebellingham, or travel directly if that suits best. Following breakfast we will make the short drive together to the show grounds near Kells.

More details will be posted on the SOC Group WhatsApp and email.

David Seeds Coordinator
Tel: 07958150828 David.seeds@btinternet.com

GRAMPIAN

We have had a few Rallies so far. Some were great but the one at Fraserburgh saw us with thunder, lightning and torrential rain. This is the one thing we can't control. Luckily it was at lunchtime and many were inside the restaurant. Hopefully we won't get any more days like that.

Monthly 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

OUT & ABOUT

SOUTH CENTRAL

COTSWOLDS

Area monthly meetings currently take the popular form of a 'Last Saturday of the month' cross country jaunt followed by lunch, with details being circulated via email shortly prior or upon request.

A joint visit with Worcester Area to Morgan cars made for an interesting couple of hours and produced the comment that by the time in life the car is affordable, one has difficulty getting in and out of it. Nevertheless, it is refreshing to see that we still make something desirable in this country and that low volume production allows some of the electronic nannying which afflicts modern cars can be omitted. That said, the wiring visible while in build looks pretty complex to me!

The Gathering on the Green saw modest attendance and a very sociable picnic, during which many of the country's wrongs were righted. Judging by overheard comments made in passing, there are still some folk who think that all Stags have cooling issues but thanks to Peter Robinson's excellent articles we are better able to educate.

Great to see Andy and Louisa's Stag back on the road after an extensive restoration and joining us for a challenging meeting run in May. Local motorway closure caused extensive delays, but we still completed the slightly revised route and maintained remarkably good convoy. The Anchor at Oldbury on Severn understood our late arrival and fed us very well.

Looking ahead, there may still be time to sign up for



the Leonard Stanley Fayre on July 19th, unless you plan to attend the Shelsley Walsh Classic. Should you wish to park on the Club stand at Shelsley, please email organiser James Scott at scottygsxr@gmail.com to reserve a space.

Disappointingly, the Tewkesbury Classic Vehicle Festival appears to be history as the organising Rotary Club has disbanded and, as yet, I have no further information on the South Cerney Steam and Vintage Show on the 1st - 3rd of August. However, you may be interested in GLOUCESTER GOES RETRO on Saturday August 23rd or

PERSHORE CLASSIC CAR SHOW Monday 25th August

Part of the Plum Festival celebrations and held in the



Abbey Grounds, this one usually features numerous Stags from several Areas. Note please that the booking closes on July 31st and is necessary to display. Attending as general public is, contradictorily, free.

If you are still feeling charitable, the Severn Vale Rotary Seventy Severn run is on September 7th, shortly followed by Kate's Cotswold Rally on September 14th (clashing with our weekend away).

With personal past experience I can say that both runs are well organised and good fun, albeit expensive, but all proceeds are for good causes.

For an informal gathering, the Jolly Nice farm shop at Frampton Mansell hosts a monthly Sunday morning classic car meet. Best to check their website before travelling as dates vary.

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

DIARY DATES

Not a guarantee of Area attendance

- Saturday 5th July Family Day, Highnam Court
- 12th/ 13th July SOC National Weekend, Shuttleworth Collection
- 19th / 20th July Shelsley Walsh Classic
- Saturday 19th July Leonard Stanley Fayre
- 1st - 3rd August Vintage & Country Extravaganza, South Cerney
- Saturday 23rd August Gloucester Goes Retro
- Monday 25th August Pershore Plum Festival
- Sunday 7th September Route Seventy Severn
- 12th - 14th September Weekend away, Montacute
- Sunday 14th September Kate's Cotswold Rally

COTSWOLD AREA WEBPAGE

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

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

WILTSHIRE

The last month has seen more top down Motoring weather than we've seen in a long while.

Unfortunately, some of our Wiltshire members cars are off the road at present, John Goff's Stag, the one with the very noisy engine is still waiting a full diagnostics, with the head off, there's damage to both the piston and head. Caused it seams by some metal debris, the source of which is still to be found. This is after a full engine rebuild only 3000 miles ago.

Ray put his Stag in for an MOT, confident of no issues, only to be told "you have a leaking differential", suspect the seal at the front nosing, currently under repair, Nick Nichols is still waiting on a head gasket repair, John Garnet has changed his headlight bulbs and can now see.

Carol & I took the Stag down to South West France, visiting friends and some sight seeing, our Stag ran well,



until, we're waiting in the line-up to board the ferry, we're called forward, and you can guess, she wouldn't start. After turning her over for what seemed like 5 mins, I lifted the bonnet to find the HT lead to the coil was not connected to the coil, WHY??, We'd just done 1000 miles with not a single issue. Reconnected it started on the first turn.

Sadly another Classics on the Quay at Christchurch was cancelled for the 8th, due to bad weather, the next was on 22nd June.

Thanks to John Garnett for running our June meeting, not a huge turnout, Just five attendees and no Stags, holidays and breakdowns the reason, but the chat was si involved that tey didn't get to The Quiz, we'll hold it over for another month,

On Saturday July, 5th we're off to Highnam Court Family day, for those going we will meet @ KNEAD Bakery, Elkstone Studios, Cheltenham GL53 9PQ this is a cafe just off the A417, this is a bakery, they do coffees, cakes, breakfast & Lunch. The plan is to leave there by 10:30, so get there Highnam early enough to park up with all the Stags

Hopefully we'll see a lot of you at the Stag Owners National day, if you didn't know about then you've not read the June Magazine.

Our next meeting will be on the first Tuesday of July, the venue, The MilkChurn in Melksham SN12 6AD for our Pride of Ownership"

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

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

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

The Wiltshire Area SOC Club night, February – November is held on the First Tuesday of the month from 8pm, at the The MilkChurn Melksham SN12 6AD unless the diary says different.

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

WILTSHIRE AREA WEBPAGE

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

Glyn James
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OXFORD

The regular meeting this month saw us try another new location with Sturdy's Castle in Kidlington used. Due to other events, most notably the ESM in Germany, attendance was down on the norm but there was still eight of us present including another new member joining our Group. Welcome Raj Sarai who came for a drink and brought his immaculate-looking low-rider stag which looked stunning inside and out complete with a beautifully restored interior including a very nice looking 'premium' leather makeover which really made the car look a million dollars.

The food on offer at the pub also deserves a mention as all the members eating commented on how it was of very high quality and at a reasonable price

Speaking of interiors, my Stag was not present at this month's meet as it was up with Dave the upholsterer, having its new hood fitted. Dave is an ex-Jaguar upholsterer who continues to do various jobs from his shed up near JLR's current head office in Coventry. Richard Green and I were treated to a tour of his workshop, and we were bowled over by the obvious quality of his craftsmanship and I left agreeing to extend the fitting of the roof by adding new refurbed seats, carpet, door seals and a passenger parcel shelf all fitted as part of the job. All of this was an unexpected expense but just shows the 'joy' of Stag ownership highlighting that there is always another job to do.

The main event for the group this year was of course the ESM in Germany, and while the 'touring group' was originally planned to be a group of six stags, due to unforeseen circumstances the actual group was just three, Martin Hatton, Jimmy Brady and Richard Taylor flew the Oxfordshire flag at the annual meeting.

Martin was kind enough to share a little insight into the weekend which started on Bank Holiday Monday with a meet up at the M40 Oxford services for the convoy to gather on route to the stopover in Folkestone so they could grab an early crossing on Le Shuttle. Once across the water the immediate thing that stood out was the



quality and smoothness of the roads in Europe making a very pleasant change to the condition we have been used to here in the UK. The drive on 27th saw the team head to Reims in great time, allowing for a quick reccy of the city highlights made possible due to the hotel being perfectly suitable including amble parking for the cars.

The next day it was up bright and early for the drive from Reims to Karlsruhe and after crossing the Rhine on a small car ferry they arrived in Germany. Last 100 miles off-motorway through a national park which was a lovely drive, and in fact perfect Stag driving!

29th May was a drive from Karlsruhe to Nuremburg via Rothenburg using the network of side roads which showed the amazing countryside and gave an opportunity for perfect tops-down motoring.

On arrival the hotel was quite a sight with Stags literally taking over the hotel car park with pretty much every space taken up covering every colour Stag made. This seemed to suggest that most Stags from all over Europe already arrived. This saw a total of 800 miles so far and with the evening buffet all laid on it was time to start the ESM proper

Friday 30th was a leisurely convoy through picturesque villages and countryside to 'Dauphin Speed event' for

guided tour and much excellent food laid on. This was one man's collection of approx. 200 cars and 300 motorbikes of all stripes and all fully restored or just original. Guided tour by Johannes, the mechanics son, who had grown up with the vehicles and was very knowledgeable and entertaining. Mr Dauphin made his money from basic office furniture!

Last day of May. Driving free day. Coach tour of Nuremburg highlights inc. Adolf's podium at the rally grounds to take a walking tour after including traditional lunch. Evening dinner and entertainment with a Beatles tribute band.

Hopefully we will hear more about the stores at the next area meeting

Aside from the ESM a few members attended the Aston Hill Climb and the Chiltern Hills Rally where it was again noted a strong Stag presence with up to 10 stags giving a decent spread.

The way the dates fell there were two Gaydon Gatherings to report on and they are always good, well-attended events with a vast, varied selection of cars to see. The museum also bring out one of their collection and the cars selected for the 'drive past' being an XJS-V12 touring car for the May event and a Mini Cooper Monte Carlo rally car selected for the June event. The XJS sounded like it was yearning for a racetrack to really feel at home, but it's always nice to have a focal point to entertain the crowds.

Thankfully, just before the deadline for article submission we were also able to rightly call out the Banbury Car and bike meet as they had dedicated their monthly meet to the three people who tragically lost their life at the recent fire at Bicester Heritage. Normally this is a free event but for June a proposed donation of £5 per car was decided on which would be distributed directly to the families of Jennie Logan, Martin Sadler and Dave Chester, so it was great to see such a great turnout.

I saw a few of the other coordinators at the coordinators' meeting at Gaydon and those that attended I hope my session on our approach to selecting different venues an enjoyable session.

In other adventures we have had Stephen Dance enjoying some proper old school open top motoring driving through Crofton in Wiltshire where he has been doing some great work of taking some shots of his car, which I am sure we'll see on next year's calendar.

I am sure the Oxfordshire stag group will continue to enjoy being out and about especially as we head into the height of summer so keep an eye on these articles and I'll be sure to keep you all updated. If you're a member that our group has to meet, I'm sure your Stag adventures, restorations, modifications or even dramas are every bit as interesting as the ones your hear about from us, maybe even more so, so if that is you reach out as we'd love to see you and hear these tales.

One final note I have now managed to update all of our venues on the website so you can see where we are likely to be, and the date will always remain last Thursday of the month.

DIARY DATES

July

- Banbury Car & Bike Meet at Banbury Cricket Ground – 3rd July
- Classic Vehicle Gathering at Kineton Sports & Social Club – 7th July
- Gaydon Gathering @ British Motor Museum – 8th July
- Hook Norton Classic Car Meet at The Hook Norton Brewery – 13th July
- Oxfordshire Area Meet at The Packhorse Milton Hill – 31st July

August

- Banbury Car & Bike Meet at Banbury Cricket Ground – 7th August
- Hook Norton Classic Car Meet T The Hook Norton Brewery – 11th August
- Gaydon Gathering at British Motor Museum – 12th August
- Cowley Classic Car at Hilltop Road Hedington – 25th August
- Oxfordshire Area Meet at The Ben Johnson Pub – 29th August

OXFORD AREA WEBSITE

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

Richard Green
Tel: 07796 946078 ***oxford@stag.org.uk***

THAMES VALLEY

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

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

DIARY DATES

- Tuesday 8th July - Monthly N&N, Shire Horse, Littlewick Green.
- Tuesday 12th August - Monthly N&N, Shire Horse, Littlewick Green.
- Tuesday 9th September - Monthly N&N, Shire Horse, Littlewick Green.

David Yapp
Mobile: 07970 059716 ***TVstags@hotmail.com***



SOLENT & NEW FOREST

This month's run was organised by Guy and Lisa, who also arranged for some excellent weather on the day!

We met up in Winchester, where we were given our route notes by phone, a first. Welcome to the 21st century!

Setting off towards Stockbridge we passed some lovely scenery, carrying on across Salisbury plain to Tidworth, where we were joined by more of our members. From there we continued on to our destination, the Atwell Wilson motor museum at Calne.

Unfortunately, the proposed meet up with other areas didn't happen due , among other things to the imminent departure for Germany and the ESM. However, we will meet up on future outings.

The museum was wonderful, especially as a new hall has been added since our last visit, nearly doubling the size. There are some quite unique exhibits, including a delivery van and a motorcycle sidecar belonging to a certain cheese loving inventor and his faithful dog!

After a few hours, most went on to a neighbouring village pub for lunch.

On the way home, our ignition light started flickering, so I guess that my recently fitted 18acr upgrade shows that the legendary Joe Lucas reliability is still the same as ever! I think a change of manufacturer is called for!

Our monthly meeting was well attended with two new members coming to see us. Welcome Clint and Mandy, hope to see more of you in the future.

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/

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OUT & ABOUT

SOUTH EAST

Regional Co-ordinator:
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EAST SUSSEX

As always, June has been bursting out all over the place with meetings at the Senlac Classic Car Show in Rye, the Broyle Country Show near Lewes and even a jolly few days on the Isle of Wight. However, what has been pre-occupying the events team at our East Sussex club? The Christmas Party Night! 'It's never too early to get our booking in!' I'm told and at our last meeting – despite rising temperatures and sun cream alerts, a discussion revolved around ideas for this all important event – venues, dates and prices were a much discussed topic and members were being canvassed for their opinions and favoured options. Watch this space!

Meanwhile, we have a number of new events proposed for this year including a trip to Newhaven Fort organised by Pete Coleman and a day out later in September to the Royal Armouries Museum at Fort Nelson on Portsdown Hill, organised by Derek Budden. One successful initiative this season is the introduction of the 'poll' to chart members' interests when proposing ideas to the WhatsApp group. It allows for 'virtual hands up' (or down!) and organisers can gauge the popularity of the different suggestions.

Finally, congratulations are in order! Sara and Derek Budden took their 50 year old Stag to the Triumph Sport



Six meeting on the Isle of Wight. Amongst a gaggle of much celebrated motors – 65 Triumphs, an Alfa, an MGB, a Mini and a MK1 Golf Cabriolet, Sara's Magenta Stag won Car of the Show! She was presented with a magnificent trophy – a 'Staggeringly Triumphant' day indeed!

Nearer to home, Geoff Allchorn's, 1974 Stag, played an important part at his daughter's wedding in May! There was a good deal of washing, grooming and polishing beforehand but Geoff and his 'yellow peril', fetched up very nicely. 'They look like a very happy couple,' was overheard amongst the wedding party – as Stag owners, it had to be pointed out that this referred to Olivia and Tom, and not Geoff and his car… although if the cap fits…?! Many congratulations from the East Sussex Stag Club – may all your problems be wheelie little ones!



DIARY DATES

- Breakfast meeting: Saturday, 5th July
- Breakfast meeting: Saturday, 9th August
- SOC National Day, Shuttleworth Collection, Sat/Sun 12/13th July
- Bromley Pageant at South of England Showground, Ardingly with Kent and SE London, Sunday, 27th July
- Hooe Vintage Car and Motorcycle show: 3rd August
- Motors by the Moat, Leeds Castle Sat/Sun 9/10th August

Sandy Gent on behalf of Bryan Gregory

EAST SUSSEX AREA WEBPAGE

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

Bryan Gregory
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KENT

A smaller gathering than usual took place at the Dog And Bear Lenham due to a number of members either still abroad on various international rallies or just returned from the ESM in Germany. However, we had our largest gathering of Stags in the car park this year with 19 members and 10 Stags.

There was a short report on the ESM and our extended tour of the Black Forest and a full report will follow later. The cars taking part covered between 1450 miles and 1700 miles, in 10 days, depending on the options taken and all arrived home without major incident. Despite some very heavy rain on the return journey.

A full list of upcoming events can be found on the Kent Area section of the Club Website, but the following events were highlighted.

Our charity day event kindly hosted by Wendy in memory of Lester will take place on Sunday 6th July.

This is your opportunity to spend a day by the seaside as Wendy lives just 4 houses from the sea, starting at 10.00am you can come for as short or as long a time as you wish, arrive and leave at any time and it's an opportunity to meet new friends or continue existing friendships in a social setting. Wendy will provide basic catering with Sausage or Bacon rolls, tea or Coffee and Cake, for a suggested donation of £5 per head. A bonus is the opportunity to use Lesters 2 post lift to check out any minor problems you may have with the car. Help and guidance will be provided if needed. A suggested donation of £10 for the lift please. We have raised £250 from the sale of spares recently held which has already been donated to the Pilgrims Hospice. I do need to know if you are coming to assist Wendy with the numbers for catering.

National weekend is 12/13th of July, we have 11 know cars going and I will set up a Whatsapp group for this event. If you have not told me you are going, please let me know. Thank you.

The clean car competion will take place at the July meeting on the 14th.

Tractor fest takes place in Biddenden on 17th August, this is a club event, free to attend with your classic car, it is a very lively country fair with live entertainment, various stalls and 3 parade rings. Please let me know if you are going and add Stag Owners Club Kent area to your application form on their website.

Finally, if you are not receiving Emails from me please contact me and I will add you to the list for future contact.

KENT AREA WEBPAGE

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

Derek Hewett
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SURREY

We hope you are all enjoying the gorgeous weather we have had so far this year its been perfect for the cars to be out in the sun. We had our first car show of the year at the beginning of May when we joined the TSSC at the Leatherhead Leisure Centre its always a great day out with nothing but Triumph cars from all years. On the day there were around 25-30 Stags all in a row on the field all gleaming in the sun quite a sight with lots of people commenting on that you don't see that many together very often. One of our members Keith was nominated for a prize in the Stag section of the best in show and he picked up second place with his beautiful mimosa yellow Stag of course we all thought he should have had a first, maybe next year.







On a sadder note we lost our good friend and mechanic John Willcox to cancer a few weeks ago, he worked with Roger at Abinger Hammer Motors for sixteen years so a lot of you probably met him over the years, he then had his own business in Dorking for eleven years where he maintained a lot of the Stags from the Surrey area and beyond, a lot of Stag owners attended his funeral, a very moving ceremony, we will all miss such a good friend.

DIARY DATES

11th 12th July National Weekend at the Shuttleworth Collection

21st July Meeting at the Fairmile from 7pm

- 10th August Cranleigh Show
- 16th August Capel Show
- 18th August Meeting at the Fairmile from 7pm
- 24th August BBQ with Keith and Caroline
- 5th-8th September Warners weekend Herefordshire
- 22nd September Meeting at the Fairmile from 7pm

SURREY AREA WEBPAGE

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

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SOUTH EAST LONDON

I had an idea to touch on a subject I haven't mentioned for a while in this months article, as I've pretty much done the weekend monthly meets to death, and chat about our normally busy monthly meets for a change. The June and July meets are usually the ones with the best turnout as it is the longest days and generally the nicest weather.

Unfortunately fate played a hand, and a combination of other commitments and shockingly bad weather actually meant that we had one of the lowest turnouts in recent history! We 8 people instead of the usual 16 plus. I don't blame anyone for not appearing to be honest, I nearly didn't but the lure of the Bo-Peep's excellent food won me over! Two brave souls did bring their Stags along despite the weather – fair play to them! When I left to go home, sods law I met a coach on the narrow lane just after leaving the pub and had to reverse. My rearward visibility was pretty much nil as the rear view mirrors, window and reversing camera were all fogged up. Much to my embarrassment, I think I did the worst zigzagging and slow reverse manoeuvre I think I've ever done! I do find the Stag a much easier car to reverse as visibility is so much better than in modern cars. My personal opinion is that, although modern cars are undoubtedly much safer, you are

more likely to have an accident in the first place as they are much harder to see out of! Rant over!

So… breakfast meets!

Last weekend we were properly spoilt for choice.

I went to The Bletchingley Arms last Saturday (May 31st) with Ian, and met a few of the gang there. It was probably the best day of the year for getting your roof down, and right on cue, mine decided to get stuck and refused to go down. Despite mine, Paul, Neil and Mike C's best efforts we couldn't get it to budge so I had to leave it up. Better that than to force it and bend the frame! Once I got it home, I discovered the plastic trim that sits to the right of the drivers head had somehow got caught under the chrome trim capping of the B-Post. Quick tug and it was back to normal. That's the first time I've heard of that happening, at least I'll know if it happens again!

Sunday was a choice of The Woolpack, or Headcorn Aerodrome, or an afternoon meet at our old N&N venue – the Blacksmiths in Cudham. This one is 1st Sunday of every month. We had people attend all three of these I believe.

By the time you read this, we will have had another meal and been away on our annual trip away – Studley Castle, Worcester, so I should have a decent amount of stuff to write about next month!

Best wishes Dave H.

DIARY DATES

- 3rd July - Monthly meet at the Bo-Peep (BR6 7QL)
- 13th July – SOC National
- 20th July – Warlingham Show
- 27th July – Bromley Pageant
- 7th August - Monthly meet at the Bo-Peep
- 10th August - Motors By the Moat (Leeds Castle)

Chris Skinner
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WEST SUSSEX

WEST SUSSEX AREA WEBPAGE

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

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OUT & ABOUT

SOUTH WEST ENGLAND AND WALES

SOMERSET / DORSET

After discussing ideas for a getaway in 2025, we saw an article in the November 2024 SOC magazine about the East Sussex Area's adventure in Wales, six couples decided to spend a weekend in Wales at the Llanerchindda Farm. The weekend was very well organised by the Farm, and everyone had a great time exploring mid Wales. Should be a more detailed report later.

For our May Sunday Lunch N&N, five Stags met at Upton Bridge Farm for a coffee before setting off over the Somerset Levels to Rich's Cider Farm for lunch. Anyone who has driven the Somerset Levels will know the roads are obviously on the level but have severe undulations as the surface has randomly sunk into the boggy ground, making it more like a roller coaster ride. They are very straight for long distances, a sharp turn, then continue straight again. They are popular with cyclists and walkers so care is therefore required as the roads are only slightly wider than a car. We did take a break at Sweets Tea Rooms



Lulworth Castle

(which also has an interesting museum so we must pop in again when we have more time) to meet up with Chas & Bernie before continuing on more undulating roller coaster roads to Rich's Cider. The cider farm was extremely busy and the restaurant very noisy and the roast very good and filling so no space for pudding. After lunch we popped into the shop to stock up with necessities (i.e. cider) before winding and bouncing our separate ways home, except for Jane & Mark who joined Janet & me to visit the Avalon Marshes Centre for ice cream.



The TOY Club's Hardy Tour, parked up on Weymouth Sea Front



On the trip to Wales

On the same day Pete told me he went to the Dorset Blind Association Motor Show at Lulworth Castle and sent me a few photos, no Fastback this year but a good show.

The TOY (Transport of Yesteryear, Dorset) Club have an annual car run around Dorset called the Hardy Country Classic Tour which I had taken part in a few years ago and decided to enter this year's on Sunday 1st June. A few other Stags had said they were going so it was good to meet up with Pete, Danny, Geoff, Greg and Clive during the day. It was also the first time we had seen Greg's rather nice looking pre-production Stag (see May's SOC mag). After a tour around the Dorset countryside, including a lunch stop, we finished on Weymouth Sea Front where the holidaymakers enjoyed looking round the very varied selection of cars taking lots of photos. I was told 99 cars took part in the run, something to consider next year.

Also on the 1st June was Classic Cars at Compton Abbas airfield and Rob had posted on our WhatsApp that he was going. Although no other takers, he had a good day and managed to park "Custard" between a couple of British V8's for a photo uploaded to our WhatsApp which then created quite a discussion on the true colour of Rob's custard Stag.

We seem to have a quiet patch of events that we will be attending after this month so keep a lookout on our area WhatsApp for last minute outings.

If you would like to join our WhatsApp group, please drop me an email with your mobile number and permission to set you up on our WhatsApp account.

DIARY DATES

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

- Sun July 20th – Sunday Lunch N&N. Venue TBA.

Garry Martin
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DEVON

May was a bit of a quiet month for the Devon Area. This was partly due to their being no Noggin & Natter during the month. Our Noggin and Natters only happen if one of you volunteers to host it in your local hostelry or other venue. If you can host a Noggin and Natter on a Wednesday evening in your local pub (ideally one with a car park), get in touch with you local coordinators ay devon@stag.org.uk and we will do the rest.

Meanwhile, the highlight of the month, and one of the highlights of the year, was Sue and Mark's Treasure Hunt and BBQ. We all met up at Bovey Tracey Golf Club and enjoyed a coffee on the terrace overlooking the beautiful grounds. Sue and Mark Oxenbury, who organised the day, were there to greet us all and to hand out the route directions, clues and the list of 'treasure' that we had to collect along the way. This consisted of a smooth pebble, a feather, a blue flower, something white, an oak leaf, a piece of twine and the longest piece of bracken! We set off towards Dartmoor whilst having to keep our eyes peeled for royal predators, pumping stations, identifying a bird on a DNP sign (Stonechat) and lots more. A stop at Manaton Church had us all examining the floor looking for a tombstone dated 1698 and identifying the person buried there, and many more (about 50 clues in total) until we reached Bovey Castle where we had to ask for Ben who gave us the answer to a clue, we had to take a photo of one of the doormen wearing plus fours, and collect a leaflet from reception. On we went passing through more villages and towns collecting clues and treasures until we arrived at Sue and Marks home right on the moor. Here we enjoyed a delicious barbecue and met up with others who had just come for the BBQ (and company of course). After we had eaten the delicious food, Sue went through all the clues and declared Stephen and Claire Purser (and



Rosa the dog) the winners with 49 out of 51 clues correct. The 'treasure' hunt was won by Sue and John Franklin. Sue had had the foresight to stop a farmer en route to ask for some baler twine! Quick thinking.

It was a lovely day. The route took us across stunning Dartmoor with all its pretty villages and views. Although we all live near this beautiful place it's not often that we go and explore. This was a perfect way to do this in our great Stags with lovely people. Thanks again Sue and Mark. (Many thanks to Claire Purser for the report on the day)

In July the Devon Area will have stands at two really great shows, we will be at the Powderham Historic Vehicle Gathering over the weekend on 12th - 13th July, and at the RHS Rosemoor Vintage Weekend on 26th – 27th July. By the time you read this registrations will have closed, but you can still come along to the shows as a visitor and say hello at the SOC stand. We look forward to seeing you there.

Also in July is the Torbay Old Wheels Show on Paignton sea front, no SOC stand at this one, but still plenty to see as either an exhibitor or a visitor.

DEVON AREA WEBPAGE

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

Peter Turgoose
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SOUTH WALES

There were a large number of events in May and Terry Dunn organised the lion's share.

Our sincere thanks to Terry for all his efforts organising these events.

The first four reports have been written by Terry whilst the fifth written by Kelvin.

Caldicot show

On Sunday 11th May, nine Stags meet in Caldicot and headed towards the Castle.

No sooner had we parked up we were joined by Maggie and Lloyd from Cardiff with their very nice Carmine red Stag. Welcome back to the fold.

The weather was kind and the rain held off until we all arrived home.

A friendly show which we will certainly add to future calendars. Many thanks to the catering team with a special mention to Cherry,

who kept us topped up with bacon, sausage baps and delicious cake.

Terry

Panteg House Show

On Saturday 17th we met at The Crow's Nest where most us indulged in a delicious breakfast before travelling to Panteg House.

After meeting up with Kevin on site we had seven stags and two Audi 80's on our stand.

This is a very friendly show and we were soon renewing friendships with other classic car owners.

The weather was once again on our side and everyone enjoyed the day.

Terry

Abergavenny Steam Rally and Sully Show

A busy bank holiday weekend with both the Abergavenny steam rally and Sully car show to attend.



Sunday saw six Stags at Abergavenny, where the weather, though changeable, stayed mainly dry and was enjoyed by all who attended.

It was good to see some new faces and there was plenty of stalls and displays to keep everyone entertained for the day.

On Monday 26th May, we met at junction 33 services on the M4. Due to a few technical problems with member's cars, we were down to four Stags and a Mustang from South Wales but were soon joined by another two Stags and an MG TF from West Wales.

We arrived at Sully and the 'team' quickly set about erecting our events shelter as the sky looked threatening. We were then joined by Derek with his very nice MG A.

As it turned out we only had a few light showers but we were very grateful to have the shelter to keep out of the wind.

Cherry kept us well fed with bacon and later sausage baps and Clive supplied us all with delicious doughnuts.

There were plenty of cars on display and quite a few stalls selling a variety of goods.

Despite having a small number of cars from our area that didn't stop our members dropping in for a chat and coffee and it was good to see them all again.

Terry

Evening Drive

The monthly Evening Run for June took place on Tuesday 3rd.



We met up as usual at the Cwmbran boating lake car park at 7pm. We had five Stags and a Mercedes Estate for the run as Gary's Stag was off the road that day.

After negotiating the Cwmbran bypass, we followed the A472 to Blaenavon which is a Welsh Heritage location with the ancient Iron Works and of course Big Pit where visitors can experience an underground tour of the Mine Works.

We then followed the B4248 across the common towards Brynmawr where we joined the Heads of the Valleys A465 towards Merthyr Tydfil.

We then took the A469 and followed this to the Valleys village of Pontlottyn. One of my favourite pubs for a Sunday roast, the Lord Nelson caters every Sunday for what seems like the whole village as they produce over 200 take away roast dinners and 150 meals in two sittings for diners in. At £12 for a roast dinner, it is exceptional value and the puddings are lovely too!

We followed the narrow road up the hill and through the village of Fochriw which was used for filming various BBC Wales programmes including the series of 'The Tuckers' and some episodes of High Hopes.

We then drove across Gelligaer Common with its fantastic views and lots of sheep, newly born lambs and wild horses but unfortunately no Red Kites this day (there are often several flying around up here and what a treat they are to experience) and then took the narrow road down the steep hill and through Bedlinog village and then onto Trelewis and Nelson. We stopped off at the Railway Inn in Nelson for some liquid refreshment.

It was great to be able to show my fellow Stag owners the local area where I now live and everyone enjoyed the run.

Kelvin

We welcome all Club members in the South Wales Area or further afield. We keep in touch by email and WhatsApp. We meet every month on the first Tuesday at 8.00. However, in the summer the time changes to 7pm when we normally have an evening drive which ends at a pub for light refreshment.

There are a number of events taking place in June with the Tour of Rockfield Studios one of the major attractions.

DIARY DATES

- 14th-15th June Dig for Victory Event Wraxhall
- Tuesday 1st July Evening run
- Saturday 5th July Hogs Head Show Llanvapley
- Saturday 12th July Blaenavon Transport Festival
- Sunday 13th July Hog Roast at The Orchards
- Sat 13th – Sun 14th July SOC National Day
- Sunday 20th July Sherbourne Classic and Supercar Show
- Sunday 27th July Brynmawr Transport Festival
- Tuesday 5th August Evening Run

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

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WEST WALES

Seven Stags from the West Wales area met in Morrisons carpark in Haverfordwest on a lovely sunny evening on Tuesday 13th May for a leisurely drive along the coast of North Pembrokeshire, for food at the Sloop Inn, Porthgain. The drive started off well enough, but unfortunately half an hour into the run, as we got to Newgale beach, the ominous thunder clouds were looming and a spectacular rainbow over our cars. So it was a hurried attempt to put up our hoods before the rain started, including a few problems with canvas stuck in the frame on Wendy and Geoff's Stag. Just in time, as the rest of the drive to Porthgain was in quite heavy rain and even some thunder and lightning, but thankfully otherwise uneventful. There was no time to take more photos at Porthgain when we arrived, as we were all keen to get into the pub out of the rain.

It was an excellent meal in The Sloop Inn, with very friendly and accommodating service from the staff. I'm sure this will be a pub we return to for future N&Ns as it is a very good venue and an interesting drive to get to it.

It was good to have Bob and Ruth with us on this run, for the first drive in their recently acquired Stag, 'Woofer' (WFR885K), and its first drive after being off the road for two years. It's taken a while to get it running since they acquired it, due to problems with gearbox/flywheel/starter, as well as running issues (Triumph straight six engine and gearbox), but at last it was running for them to join us on this run. Unfortunately, shortly after leaving Porthgain on the return journey, one of the windscreen wipers decided to make a hasty exit, never to be found again, and Bob and Ruth had to make the journey home in the rain and



dark at a very slow pace, but thankfully escorted by their neighbours Geoff and Wendy in their Stag, complete with stuck hood canvas, but working wipers! Never let it be said that we don't have eventful drives in the West Wales area!

The next event on the West Wales calendar was the Pembrokeshire Classic Car Club Annual Show at Carew Airfield on Saturday 7th June. This is usually an excellent show, with lots of interesting displays and stalls. We had hoped to have a good turnout of Stags and to have a joint SOC stand with South West Wales area. Unfortunately, several of our 'regulars' had other commitments on the day, and with a forecast of very wet and windy weather for the show day, most of the other remaining members decided to 'chicken out' (sorry, decided not to attend!), leaving me to fly a solitary flag, as the only Stag on the show field. Pity really, as apart from a bit of early drizzly rain, it actually turned out a nice day, and I even was able to put the hood down on my Stag and enjoy a little bit of sunshine.

Despite the threatening weather forecast, it was actually quite a good show, and although down in numbers from previous years, there was still a fairly good turnout of lovely cars, lorries, tractors and other vehicles, and quite a few trade and car boot stands. Bob and Ruth did manage to attend the show, minus their Stag which is off the road again with running issues, and also Clive and Lesley from South West Wales decided to join us in the afternoon but without their Stag, as the weather was much worse in Swansea (isn't it always?). But I think they regretted not bringing the Stag when they saw the lovely West Wales sunshine! (Sorry, it's an inter-area standing joke of friendly rivalry!)

The final event for this report is our Evening Drive and N&N for June which was held last night, Tuesday 10th June. The weather was much kinder to us this month, and we met again at Morrisons carpark in Haverfordwest on a lovely sunny evening. Six Stags, all but one with the hoods down (Frank's Stag has a permanently fitted fibreglass hardtop), set off for a leisurely drive through South Pembrokeshire via Pembroke, Manorbier beach, Tenby and then back to Carew where we gathered for another excellent meal at the Carew Inn. Thankfully, we don't seem to have had any mechanical problems on this occasion, so a good evening was enjoyed by all.

We are now looking forward to a few forthcoming events and shows for the West Wales area. Some of us are hoping to take part in a Midsummer Car Run for charity around Pembrokeshire on Sunday 22nd June, and on the weekend of 28th & 29th June the Towy Valley Vintage Club are holding their annual show at the Pontargothi Showground near Carmarthen. Clive Perman (South West Wales coordinator) and I are planning to attend on the Sunday and hopefully have a joint area stand, so hopefully some other members will join us on that day. I hope to report on these events in next month's magazine.

Later in July, the Cardigan Classic Car Club are holding their car show on Sunday 27th July on the Cardigan School Field. Again, if we can get a few Stags attending we can hopefully have a Club stand, so please let me know if you plan to attend this show.

That's all from me for this month, but I look forward to begin in touch with West Wales members over the coming month, and meeting up at some of the shows and events. Enjoy the summer, with some hopefully good weather and hood down motoring.



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

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

DIARY DATES

- Tues. 8th July Evening Drive and N&N tba
- Sun. 27th July Cardigan Classic Car Club Show Cardigan School Field
- Tues. 12th Aug Evening Drive and N&N tba
- Sun. 17th Aug Skewen Motor Club Car Show Gnoll Country Park, Neath
- Sun. 7th Sept. Paul Sartori Classic Car Run Pembroke-shire

Nick Cale
Mobile: 07922 128717
Email: nicholas.cale@icloud.com

SOUTH WEST WALES

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

Our May N&N on 21st May started at Pont Abraham Services, we met up at 06.00pm and left at 06.15pm heading towards Tycroes then Ammanford. From Ammanford we went up over the Betws Mountain and to an observation point from here the view is fantastic. You can see The Brecon Beacons to the East and Llanelli and Gower to the West. Just a short distance from the observation point is a wind farm this has been hear for about 6 years and from a distance it may spoil the view but when you are up close they are quite impressive. From here it was on to Pontardawe and then onto the A4067 all the way to Pen Y Cae and our destination The Ancient Briton. Now the bad bit there should have been 6 Stags but one pulled out due to him not completing the installation of his restored hood on the car and as usual my reliable car broke down. 10 minutes trying to get it started failed and I had to tow the car back home and leave it for the next day. I can't believe that it was my fuel pump playing up as it is a new pump only last year. I did look at the pump when the car stopped but to no avail. Removing the positive spade connector and then reconnecting it brought back a running pump. Spare pump now in the boot!!! The weather on the drive was lovely sunshine and warm although all but one put the roofs up before leaving The Ancient Briton and making our way home.



On May 26th a couple of South West Wales and an MGF attended the Vale of Glamorgan Classic Car Show where we met up with the South Wales Area. This was held is Sully Sports Fields which is right on the coast and it was windy which did make the events shelter sway we did have a couple of showers but luckily the shelter was dry when we took it down. The show was enjoyable with a large range of classic on show and seemed to be attended well. A thank you to the South Wales Area for putting up with on the day. Clive Perman

DIARY DATES

- Field of Dreams 1st June
- Pembrokeshire Classic Car Club7th June
- N&N 18th June
- N&N 16th July

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

CORNWALL

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

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

DIARY DATES

July 4/5/6 - Haynes Museum and RNAS Yeovilton weekend

- July 20th - Wadebridge Wheels
- August 3rd - Blissland Inn lunch at 12 noon and Bodmin Airfield or a moorland walk
- September 7th - Penmorvah Manor Hotel lunch and Glendurgan Gardens
- October 5th - Falmouth Boat trip or Heligan and Jamaica Inn
- November 2nd - Wheal Martyn Clay works museum PL26 8XG
- December 13th - Christmas dinner at Penmorvah Hotel
- January 4th 2026 -AGM 10.15 for a prompt 10.45 start
- February 1st 2026 - Trethorne Leisure Park lunch and bowling Launceston PL15 8QE

Mark Colton-Taylor
07900 982762 *cornwall@stag.org.uk*

BRISTOL

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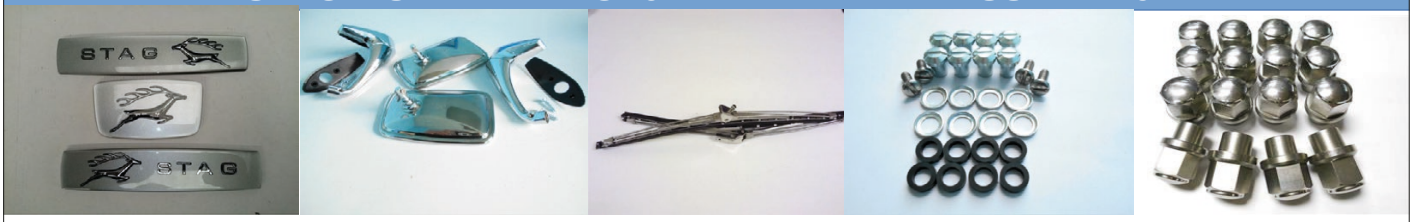
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AREA CO-ORDINATORS – WHAT'S INVOLVED?

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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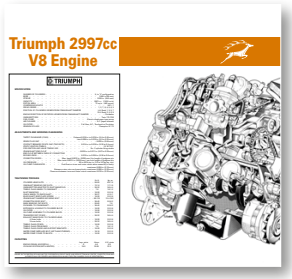
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