STAG OWNERS CLUB

ISSUE 507 AUGUST 2025



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NATIONAL COMMITTEE MEMBERS / AGM DATE
GOING ON A COURSE / BOSCOMBE DOWN

STAG OWNERS CLUB

HONORARY POSITIONS

President: Steve Kiefer

Past Presidents: Lesley Phillips, Ken Hudson (Deceased 2006)

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

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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

We've got several reports from the European meeting in this month and also a 10 minute video so if you really want to see what went on you need to have a look at the interactive version of the magazine which is in the members area on the website.

More and more members are sending in video clips of their activities so it's well worth having a look.

Our National Day is now over and by all accounts it was a very successful one. We will be having the full report, pictures and video in next months magazine.

For those of you who had a picture of your car taken next to the control tower and the red aeroplane at Shuttleworth you can download the pictures from our dropbox. Here is the link.

https://www.dropbox.com/t/9NLYfUc9kf4AcSew

It's also on the Events and National Day pages on the website and all attendees should have received an email containing the link.

Now the big question is what happens next year.

We do need someone or an area to step forward and volunteer to host the 2026 National Day.

Look on page 4 of the magazine to find out more.

As I said last month, the AGM is now confirmed to be at the British Motor Museum at Gaydon on the 30th of November. This is a repeat from last year.

We did hope to have a social weekend this time, but ran out of time and suitable places to hold it so we will be concentrating on that for next year.

Carl Fuss

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Front Cover: Last day at the ESM

Back Cover: Marsworth Steam
Pic: Roger Kennedy



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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

- **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

NATIONAL DAY 2026

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

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

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

RE-LAUNCH OF THE NORTH YORKSHIRE AREA

The North Yorkshire area is relaunching with a Sunday lunch on Sunday 12th October 2025.
All welcome, booking will be required for the lunch. Further details to follow.

SOC AGM 2025

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

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



Thought for the Month

Rupert Klaiber

"Lost, yesterday, somewhere between sunrise and sunset,
two golden hours, each set with sixty golden minutes.
No reward is offered, for they are gone forever."

Horace Mann



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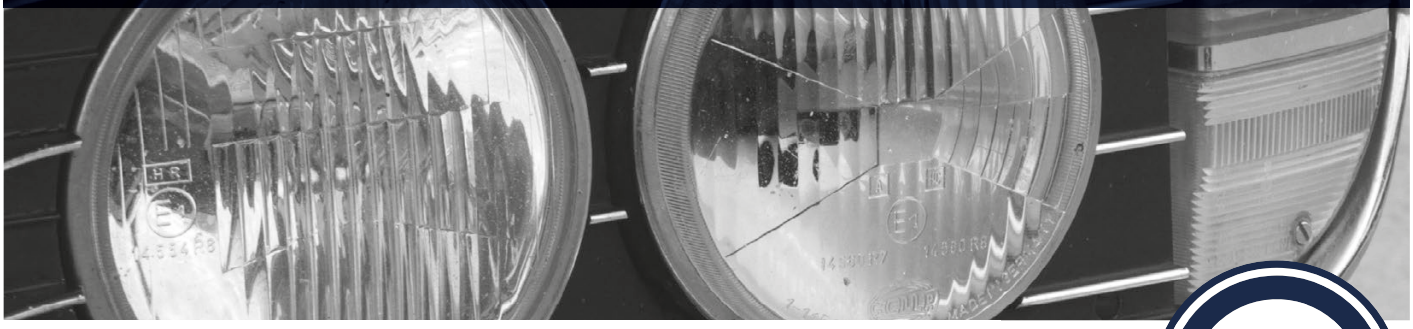
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06/12/23



WORCESTERSHIRE AREA

TOUR OF THE BORDERS - JUNE 2025

For our main holiday this year, we decided to stay closer to home. The Borders region was decided upon, with Northumberland as our first base, and Galashiels as our second. We then added an overnight stop in Ripley, near Harrogate on the way up, and Threlkeid near Keswick on the way back.

Rodger did the organising, which entailed passing the plan to Ian, who was going on holiday so he passed it to Bob, who then passed it to David, great teamwork! But whoever booked the hotels did a sterling job with some very unique, character places.

So, in early June, 7 Stags and 3 "support vehicles" made their way to The Boars Head at Ripley, where the weather was lovely and we all sat outside eating the world famous Ripley ice cream, David showing off with his triple rippler! However, this was the end of the nice weather, the forecast of showers and winds would follow us for the next few days.

Day 2 saw Howard and Val drive over to see the Mouseman furniture visitor centre. They would join up with us again later. The rest of us drove in convoy up to Barnard Castle, famous for Domonic Cummings "testing" his eyesight during COVID times, but probably more importantly for its own Castle and The Bowes Museum.



It's a lovely town and a magnificent museum, famous for the 18th century, full size silver swan, a must see.

From here it was a very scenic drive through The North Pennines National Landscape, described as "one of England's most special places, a stunning landscape, with open heather moors, dales, hay meadows and tumbling rivers". We passed through Alston, arguably the highest town in England, and then on to Slaggyford where my daughter, who lives nearby, had arranged afternoon tea for us and a group of interested locals, in the village hall.

Her partner is an avant-garde art dealer and they have some very unusual items for sale so as well as our afternoon tea, they arranged a "Art or Not Art" quiz. There were 10 items on a table including a piece of cheese; an old boot, an old matchbox, and a chewed book. We had to decide if it was "art" or "not art".

Those with the lowest score won an invitation, in the form of a pencil, to a new years eve party in London, in the year 2999 ("art"), but with a grand score of 7, Howard won a block of paper notelets (more "art") and a bottle of wine. Well done Howard. A very enjoyable afternoon.

From there it was about an hour's drive, through Haltwhistle, which claims to be the geographical centre of Britain, to our next hotel, The Riverdale Hall in Bellingham.

There are many things to see and do in Northumberland, and over our two days there we visited Alnwick gardens, Alnwick castle, Cragside, Wallington and various coastal places.

At the end of day 4 we met up with the Northumberland area on the fish quay at Tynemouth. Roland Tate, their coordinator had arranged with English Heritage, the chance to drive through the portcullis gate at Tynemouth castle and to park in the castle grounds for a private visit.

Timing was important, and a total of 13 Stags, and a Spitfire, left the fish quay in convoy. Rolands idea for "roofs down" was brave, considering the huge rain cloud coming down the Tyne, but we did as we were told! It got darker as we approached the castle and one or two spots of rain started to appear on windscreens. As we

lined up in the castle grounds, the rain started to build. I can honestly say, I have never seen Stag hoods go up so quickly, and then we all ran for shelter in the lee of the castle wall. It was just a fleeting shower, but we then had a very interesting presentation from English Heritage before some free time to tour the castle grounds.

Going back to our hotel was a "free for all". We don't know the area and we were all using sat navs. As we left the castle grounds into rush hour traffic, some went left, some went right, some went straight on. I kept seeing Stags crossing in front of me at various junctions, and turning off when I was going straight on, but we all got back within 10 minutes of each other.

On Day 5 Andy and Julia had to leave us, the rest of us made our way up to Galashiels. We drove in groups, along Kielder Water stopping to see the baby Osprey at the visitor centre. Another beautiful drive through some lovely moors and countryside. We stayed at The Kingsknowes Hotel where we took over most of the hotel.

Day 6 and 7 saw us doing our own thing, some going into Edinburgh on the train, others went up to Lindisfarne and some went to see the Great Tapestry of Scotland.

I had been in touch with John Lewthwaite, the local coordinator to arrange a meet up somewhere but they would all be involved in a big show at Thirlestane Castle. This wasn't far from Galashiels and while it was too late for us to enter the show, a group of us did go as visitors to meet them on the Stag stand. It was a great show and the Stag stand was well attended. Thank you John and your team for your kind hospitality.

Day 8 saw us driving down to The Horse and Farrier in Threlkeld, a lovely drive over the moors again and through the northern part of the lake district.

By now the weather was brightening up, so for our last day some spent it in and around Derwent Water, walking or hiring boats, while Bob and Kate, Nigel and Debbie, and I went down to the Ruskin Museum in Coniston to see Donald Campbells rebuilt Bluebird, a very poignant display. What a sight that will be next year when they hope to run it on Coniston "at speed".

Bob and Kate and I then drove through Borrowdale and over the Honister pass in the sunshine. What a great way to finish our holiday.

Day 10 was "going home" day. There's no real way of avoiding it, the M6/M5 all the way home, Bob and Kate tried to avoid it by using A roads but they ran into all sorts of traffic problems and closures.

So how did the Stags manage? Well, I counted them out and I counted them back. We all made it, roughly 1000 miles, with the only fault, Andy had a dodgy indicator which Roland and his team in Northumberland helped fix for him.

Another great Stag holiday, good hotels, good food, and great friends. It's a shame about the weather, but you can't have everything, and to be honest, it didn't stop us having a great holiday.

Thank you to everyone who had a hand in organising this holiday, and thank you to Roland Tate and your team for organising the visit to Tynemouth Castle your welcome anytime down here in Worcestershire.

Paul Catterall









WELCOME NEW MEMBERS

Mr. S.Hunt	North Yorkshire	Mr. B.Dale	London	Mr. J.Shorrock	Cumbria
Mr. P.Mitchell	Hampshire	Mr. P.Witham	Cambridgeshire	Mr. M.Cooke	Norfolk
Mr. G.Waterfall	Hampshire	Mr. M.Sheffield	West Yorkshire	Mr. I.Rogers	Cambridgeshire
Mr. T.Hamilton	W. Sussex	Mr. D.Butcher	Isle Of Wight	Mr. C.Mcarthur	Renfrewshire
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Mr. M.Hall	West Yorkshire	Mr. C.Reynolds	Leicestershire	Mr. A.Harries	Cheshire
Mr. A.Platt	Lothian	Mr. L.Morgan	Swansea	Mr. B.Twibill	Co. Durham
Mr. P.Phipps	Worcestershire	Mr. O.Pearce	Avon	Mr. J.Yeomans	Worcestershire



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:

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MEET THE NATIONAL COMMITTEE
GET TO KNOW MORE ABOUT US

The National committee decided recently that in order to enhance connection with our members it would be a good idea to have a biography from each of the committee members, so to kick this off we hear from Chair Richard Smith, Club Secretary Tracey Cooke and Committee Member, Peter Turgoose.

RICHARD SMITH NATIONAL COMMITTEE CHAIR



Your Committee chairman is a 70-year-old man from Bradford in Yorkshire who has moved South to warmer climes. I've been interested in cars since childhood and have owned and maintained several Minis (real ones), Triumphs, Alvis, Peugeot, Renault, Hillman, Ford, Mazda, Toyota, Datsun, Land Rover & Range Rover cars over the years. In later years the need for a Stag resulted in the acquisition of Mabel, a 1972-build Mk1½ which I am happy to tell anyone is the greatest car I've ever driven.

Interests include flying, especially gliding - I once owned an ex-RAF Grunau Baby with a view to restoring it to flying condition, that airframe (RAFGA374) is now in the Norfolk & Suffolk Aviation museum; historic transport of most kinds - as an 11-year old I used to help a local steam engine collector, mostly polishing the brass, but one day I was allowed to steer the "Iron Maiden" showman's engine along the road, as a child I was 'crew' on my Uncle's GP14 dinghy, later at college I was a sailing tutor using 'Enterprise' boats; I've played a lot of music - I usually say 'from Bach to Basie' as a short way of describing my tastes but I have played many instruments from Timpani to bassoon to mandolin; to cut a long list a little shorter, I'm also fascinated by many types of electronic & historical engineering. My hobby these days includes making a 1/5 scale Gnome Monosoupape 9-cylinder radial engine which is really stretching my engineering skills.



Since leaving college in 1975 where I studied musical instrument making and repair, the musical instrument business that I started then is still going well with a small team of dedicated technicians, but it hasn't always been capable of providing a sufficient income. In the past 50 years I've earned money from many of these activities, in something like chronological order:

Electronic draughtsman, Electrical design engineer, Jukebox service engineer, Model radio control design and manufacturing.

Sheep farming and Classic car restoration & maintenance - go look at the sheep in the morning, work on Alvis and Triumph cars all day, check the sheep again at last light.

Later I got into software in the communications industry (remember Mercury telephones?) and then moved across the road to a new job supporting software in the semiconductor industry which saw me through jobs in California, Massachusetts and Munich. I did the City & Guilds exams and became a self-employed jobbing electrical engineer before training to do solar panel installations. Then working as a trainer to teach others to design and install solar power.

After that I was joined by a colleague from France in the musical instrument business and began to see a big improvement so that's all I do these days.

TRACEY COOKE CLUB SECRETARY

I'm Tracey, Club Secretary at your service. My husband Stuart and I live in Weston Super Mare and have owned and driven Stags for 30 years. It all started back in 1995 when we bought a lovely yellow mark 2 which we owned for 10 years and in that time restored it and spent many happy times touring at home and abroad.

We are real classic car nuts, and over the years have owned a variety of different cars – Rover P6s including a Police Car, Rover SD1s, some American muscle cars, and of course Minis. But somehow we have always returned to the Stag, having had 6 more over the years.



Now we have an early Mark 1 which Stuart bought as a complete wreck on a trailer with a seized engine.

It had been abandoned in a barn for 30 years. He and his friend stripped it back to bare metal (what was left of it – not a lot), did all the welding over the next 2 years, and finally rebuilt it and fitted a Rover 3500 V8 with a 5 speed SD1 LT77 gearbox. Looking forward to getting out and about in her soon.

My other passion is my 1990 Mini Cooper which I have owned for 14 years, and our VW vamper van. I also volunteer for our local Blood Bike group "Freewheelers" which operates around the Bristol, Bath and Somerset areas – I am a coordinator, taking the calls from the hospitals and dispatching the team of 5 duty bikes to take care of the requests for samples to the labs, medication to discharged patients, and supplying the 2 local Air Ambulance helicopters with their blood supplies. Stuart is one of the riders.



PETER TURGOOSE COMMITTEE MEMBER



My name is Peter Turgoose and I live down by the sea in Devon. Although I originally hail from the Yorkshire coast, when it came to the time to flee from London my wife, who comes from Newquay, and I had to decide whether we headed back to my Yorkshire or her South West. A quick look at the annual weather maps sealed it!

It turned out that Devon had more miles of roads than any other county, so with its quiet coastal and moorland roads with fantastic views, Devon is the perfect place to own a Stag – as long as you avoid the M5, the A30 and A38 in the Summer.

I have owned 'classic' cars since I was 18 and have owned my current Stag for 12 years. I was 'convinced' to join the National Committee earlier this year and am currently member-without-portfolio as I try to understand what the committee does, past, present and future. There is too much knowledge and experience on the Committee for me to have more than scratched the surface in my first couple of meetings but a career in Corporate life, my training as an Occupational Psychologist and a good understanding of systems is providing a few pointers. In the short term you might see an improvement in e-communications, but I think there is much to do – watch this space.

Meanwhile, I continue to combine my love of driving my Stag with a love of all things food and drink. I like to 'improve things', so if you are a Stag purist you might want to stop reading now. I have a 72 Mk1 with Mk2 seats for the safety and comfort of the headrests and Mk 2 wheels because I like them better, I have uprated the brakes, and I've added a header tank, an external water pump and electronic cooling fan. Finally, I have replaced the points with Luminition electric ignition. Not all will agree that these are improvements, but I have a car that I am confident will reliably take me anywhere in any heat.



Living near Plymouth and the ferry to France means that we have no excuse for not nipping over in the Stag to enjoy the French food and wine. As I write this, we have just returned from a tour of Finistère (Land's End). Our modus operandi is simple, choose the restaurants we want to eat in in the evening, plan a lovely scenic drive between them on quite roads with sightseeing and lunch stops, then book the hotels for the night. The only other rule is that we only drive every other day, giving us time to appreciate the places we choose to stay. This time, having a big birthday en-route added to the occasion.

I could wax lyrical about the food and wine, but this is a car magazine. I could wax lyrical about the joy of open top motoring through France on very quiet roads with the wind in your hair if you have some, but I'm guessing that you are already converts to Stag ownership. We drove less than 1,000 miles and saw some great sights, The Huelgoat Forest with its rocks with strange shapes, standing stones and sites with mysterious names and references to King Arthur, the weird and wonderful Valley of the Saints full of hundreds of gigantic statues of saints, La Pointe du Raz which is a Grand Site de France – one of the country's great protected natural sites jutting out into the Atlantic, the lighthouse trails and the Abers trails, deserted coast roads just built for a Stag with stunning views to boot. The traffic jams of Brest in 300+ heat didn't trouble the temperature gauge, journeys like these are what owning a Stag is all about.

So, to sum up. I joined the Committee because I like to improve things, what's on your wish list? I own a Stag because it is the perfect car for two of us to tour around from sight to sight and restaurant to restaurant, I'm always on the lookout for tips on great places to drive with good food at the end, any suggestions?

Your Committee is here to serve you, get in touch with me and let me know what you really want/don't want.

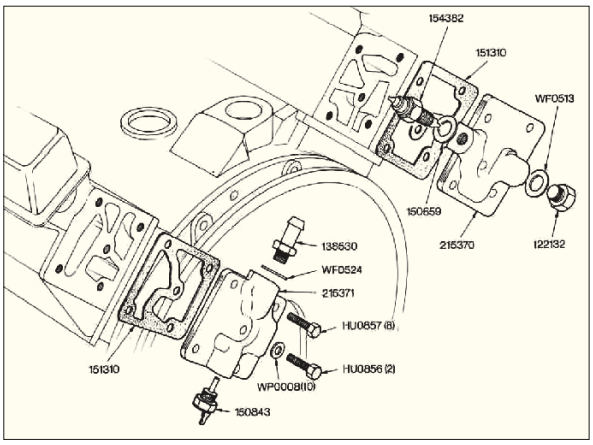
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OIL & WATER IN THE ENGINE, PART 2

The Rear Transfer Plates

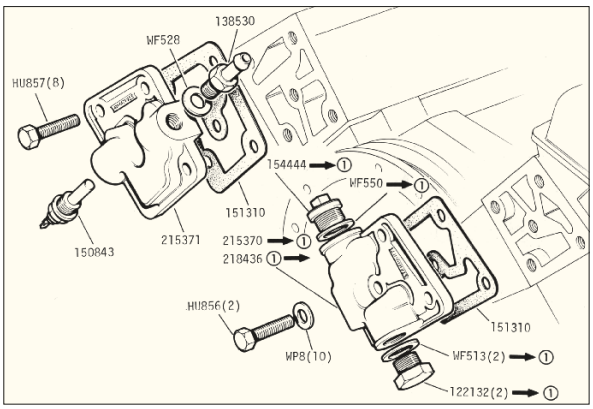
The cooling water passes through the cylinder heads and to stop it all pouring out of the rear ends, each head is fitted with a cover plate (or transfer housing as it is called).

These are included in the parts catalogue photo of the thermostat and housing in last month's article but that diagram is 'abridged' for a 1974 reading of the situation, so we will start by looking at the 1970 parts catalogue, where we will find that a rather important feature is present.



Page A12 from the 1970 graphic catalogue.

The important feature is the temperature sensor (part no. 154382) in the right hand head which was connected to the temperature warning light in the early multigauges. However, this gave some problems with early cars, apparently because the RH head temperature was invariably higher than that of the LH head, so the temperature light in the multigauge had a habit of being illuminated. An early service instruction was to disconnect the relevant wire and tape it out of the way and, at some time soon after, the sensor was replaced by a plug (part no. 154444) and washer, as indicated in the parts catalogue for 1976.



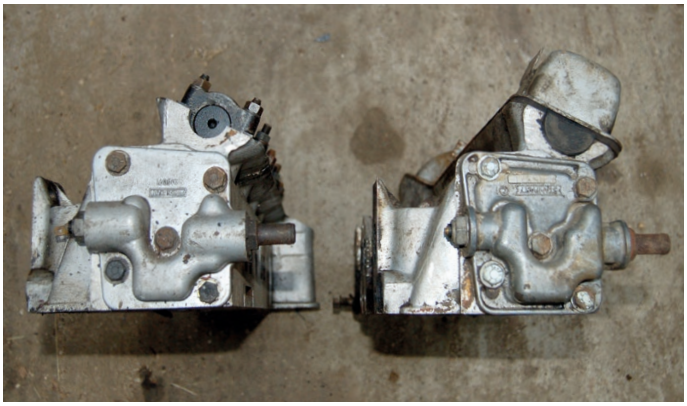
Page 02-23 from the 1976 parts catalogue (159579-D).

There is no indication of when the temperature sensor was actually deleted but it was very early in production. If anyone has a better idea, then please let me know.

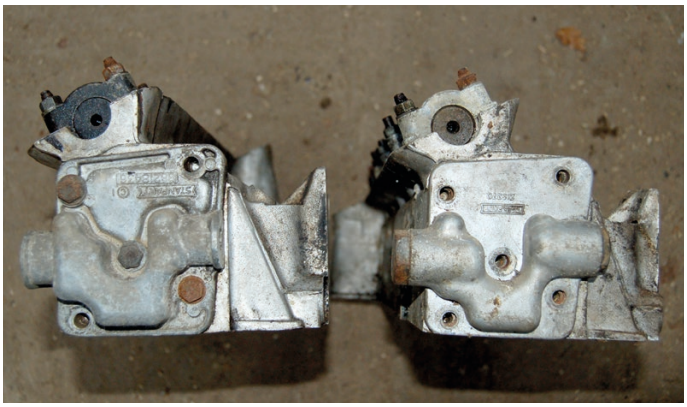
Although the left hand transfer housing (part no. 215371) remained the same throughout production, the right hand one apparently changed at engine LF13344 (approx August 1972) from part no. 215370 to part no. 218436. This is probably when the plug was deleted from the RH transfer housing and at the same time the lower plug was also deleted from the opposite side of the housing. This resulted in the two threaded holes in the water lugs being deleted and, although both the lugs and holes were incorporated into the new transfer housing (part no. 218438), the holes were blocked off within the casting and they were not threaded.

What the 1974 parts catalogue does not tell you is that the reason for having the bottom plug in the RH housing (part no. 122132) in place was to blank off a hole that was previously used for a hose that joined the back of each cylinder head together in order to balance the temperatures. The incoming heater hose was tee'd off this pipe just before the entry into the right hand transfer housing. This was only fitted to very early cars and does not feature in the July 1970 parts catalogue (known as the Graphics Catalogue). Therefore, at some time before July 1970 the idea of joining the heads in this way was dropped and the exit from the right hand transfer housing was plugged while a new hose was run directly from the left hand transfer housing into the heater.

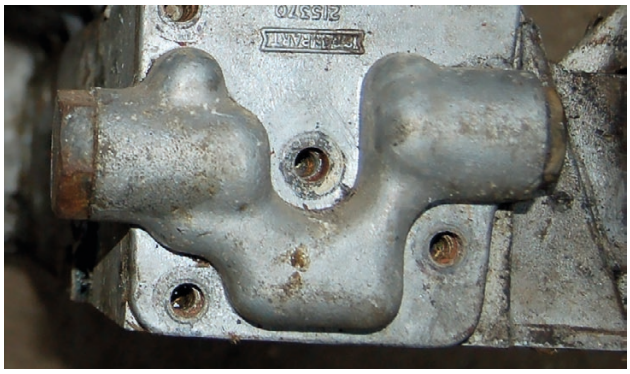
What is also omitted from the parts catalogue is that at some time during production the two transfer housings changed from a relatively plain finish to a less rough and slightly more complicated finish. This could have been due to a change from a sand casting to a diecasting but if anyone can confirm this I would be grateful.



The two differently finished LH transfer housings – early on the left and later on the right. Both are part no. 215371.



The two different RH transfer housings. The early one (part no. 215370) is on the right and with the plain finish and the two plugs, while the late one (part no. 218436) is on the left with the more complicated casting and the internally blanked off lugs.



A close up of the two plugs in part no. 215370. The left hand one is not quite like that shown in the parts catalogue illustrations. Does anyone else have anything different?

I do not know when this change in finish happened but it could have been at engine number LF13344 when the right hand part was redesigned to remove the threaded holes which were redundant.

The Heater Pipes and Hoses

The heater is fed with hot water from the rear of the left hand cylinder head – from a threaded spigot screwed into the water transfer housing and a hose which runs between the engine and the bulkhead. It is then returned through the long metal pipe which runs along the bottom of the inside of the right hand cylinder head and, by way of a shaped hose, into either the horizontal spigot on the right hand side of the water pump cover or into the angled spigot on the top of the water pump cover – depending on the commission number of the car. The return into the two different spigots changed at LF 2445 for UK and European markets (September 1971) and LE10001 for the Federal market (end of October 1971).

As described above, very early cars had a dual infeed from both cylinder heads, the pipe across the top of the engine being tee'd into the water transfer housing for the right hand head. If anyone can explain why and when this was dropped, I would be intrigued to know.

That's it, heater system done.

The Water Drain Taps in the Crankcase

To finish detailing the water flow within the engine I will finish with the water drain taps which may be found in the block as they are often not there.

The various early parts catalogues show that there are water drain taps fitted to each side of the engine block, at about the halfway mark. These were changed from a tap (part no. 129077) and washer (WF0611) to a brass plug (part no. unknown) at sometime but exactly when is not clear, although 1972 has been mentioned on our Forum. As the parts catalogues do not admit that this change was ever done, there isn't an official part number for the plug, however, I see that parts suppliers are marketing various versions of this plug as the same part number as the tap (129077).

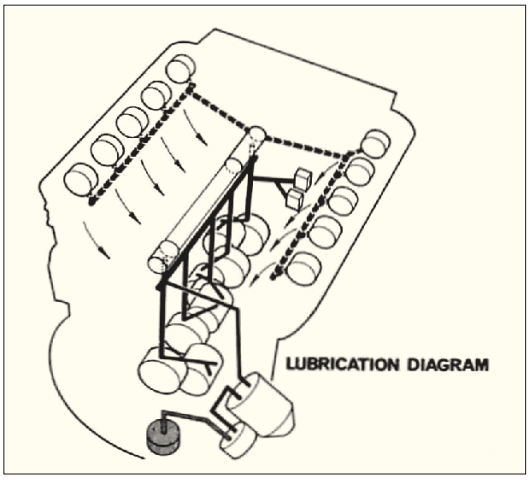


You never get photos of clean components from my garage I'm afraid. The tap in the crankcase is not the same as in the early radiators and the correct brass plug has a ¾ AF head.

I suspect that, rather than fitting a plug just to save money on a tap, it was found that the tap got easily blocked and if the tap had to be removed to actually clear the block channels, then it would be better to use a simple plug with a relatively large hexagonal head so that a socket could be used. The tap is difficult to access with a suitably long open ended spanner and if the tap itself was levered on to try to remove the tap fitting, it was likely to snap off.

The Oil Circulation System

The oil circulation within the Stag engine is shown in a little Service Training Notes book about the Triumph V8 engine which was published by BL in 1972 (well, my copies were, but there may have been earlier copies published).



The oil flow diagram shown in the Service Training Notes.

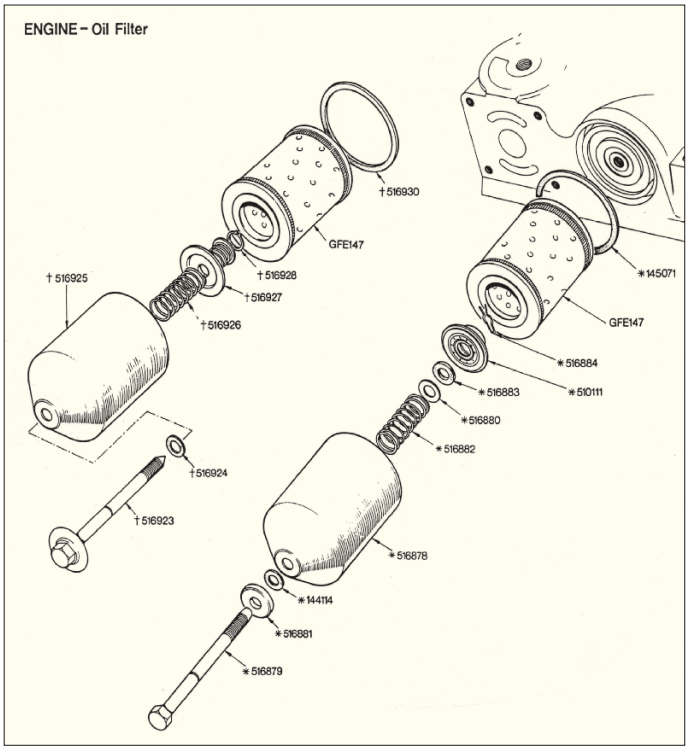
Oil is drawn up from the sump by the suction side of the oil pump. It is pushed through the filter and into the main oil gallery which runs through the block underneath the jackshaft. From here it drops down to the main bearings and through drillings in the crankshaft to the conrod journals before exiting to the sump.

Using separate drillings from the feed to the front main bearing, the two timing chain tensioners are fed with hydraulic pressure and from the front of the main oil gallery the jackshaft front bearing is separately fed which then feeds to the front, and along, each camshaft before dropping through the oil drillings in the head and block and returning to the sump.

So, with so few parts, what is there which changed during production ? Not much actually as I can only think of two parts.

The Oil Filter Assembly

As you can see, I am classing the oil filter assembly as a 'changed part' but this is not really true as it was more likely that it was 'an alternative fitment' situation.



Page 02-20 from the 1974 parts catalogue.

For relatively new owners of a Stag, the car was never fitted with a spin on oil filter during production as it was fitted with one of two oil filter assemblies from different suppliers.

The filter assembly shown on the left of the diagram is that supplied by Tecalemit and that on the right by A.C. Delco. It should be noted that they have different internal parts so the individual parts are not interchangeable but the whole can be used in any Stag (as long as any spin-on filter adapters have been removed).

Interestingly (or not if you are not a nerd like me), the early parts catalogues quote different filters for the two assemblies (516929 for the Tecalemit and 516886 for the Delco) but by 1974 Triumph have admitted that the same filter (GFE 147) can be used for either.

The A.C. Delco housing was mainly painted blue while the Tecalemit one was mainly painted black.

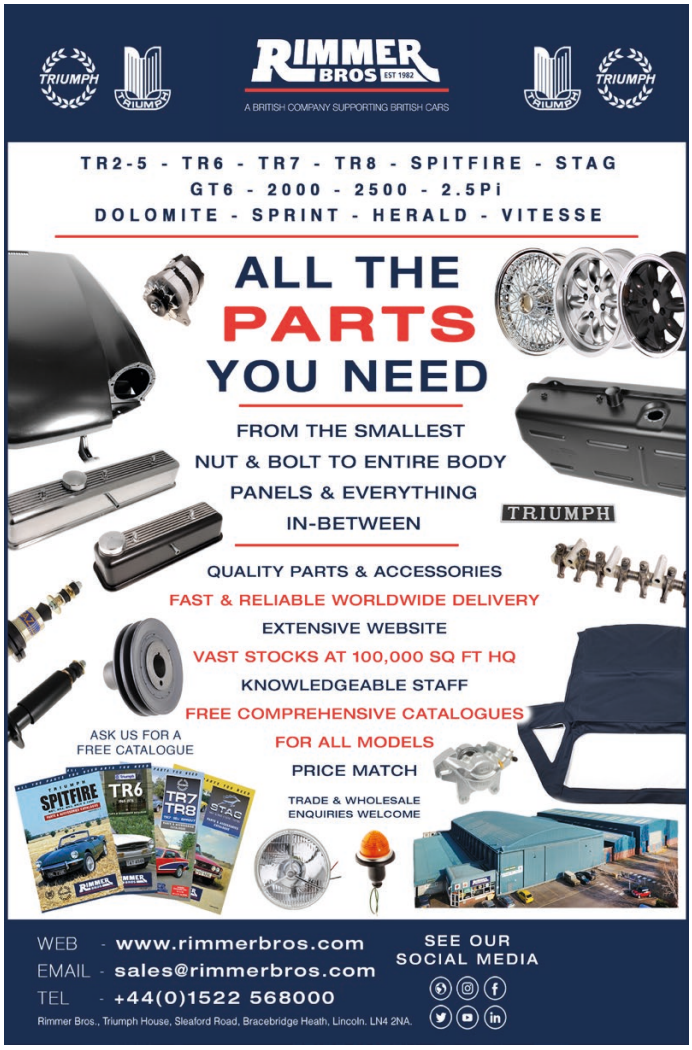
And finally...

The Oil Pressure Switch

The oil pressure switch is situated in a round transfer housing above the oil pump. This very small part was also changed during production – at the start of the 1973 model year (at LD 20000). The part used for Mk1 cars was 159784 and that for Mk2 cars was 121398. I have no idea what the differences were as it is only a switch not a sensor and today, most suppliers just sell a single switch – except Intermotor who sell different switches for pre-1973 and post-1973 Stags – but they look exactly the same. Can anyone shed any light ?

Peter Robinson

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SOCTFL NEWS UPDATE

PARTS BENEFITS AND FINDING THEM

The Stag Owners Club Tooling Fund exists to make use of club surplus funds to support the development of parts that are no longer available or difficult to source.

The primary aim of SOCTFL being to assist in keeping Stags on the road and supporting the SOC members in keeping their cars in good condition.

The management team work hard to ensure tooling for SOCTFL parts is to a high quality. That parts produced meet the original specifications in terms of dimensional accuracy, quality of materials used, and shape profile. Such attention to detail ensures the part is fit for purpose and will require little or no fettling during installation to the car.

SOCTFL works closely with distributors making sure the parts are available for purchase, are reasonably priced and where possible are offered to SOC members at a discount.

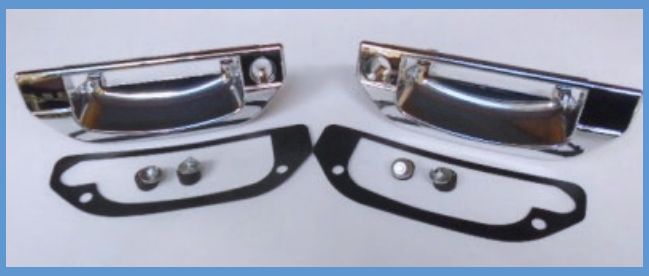
So how can you be sure you are buying parts that are produced using SOCTFL tooling? Simply look of the SOCTFL Tick logo sticker. You may find it stuck to the part or the packaging or in the case of the Flocked Window Channel, the lettering 'SOCTFL' at the end of each length.

Roger Kennedy is working on a new parts advertisement pages that more clearly illustrates the parts that are available. The first page is shown in the photograph. Look out for this and other pages as they become available in the magazine.

Noel Sargeant



To give you some idea of the parts, the main distributors and the discounts available here are a few examples:



Chrome plated Door Handle Bowls
These come as a kit including two bowls, two gaskets, fixing bolts and fitting instruction. Available from E.J.. Ward, retailing at £96.00. SOCTFL negotiated a 25% discount for SOC members for this product.

Unfortunately this item has been out of stock for a while due to manufacturing difficulties and the need to find an alternative supplier. We hope that a new supply will be available soon.



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



Flocked Window Channel
Made to the original profile this seal is a perfect fit and ensures the smooth running of the widow with no annoying rattles. Available from Robsport International, £24.00 retail. SOCTFL negotiated a 20% discount for SOC members.

If you have any suggestions for future SOCTFL projects please let us know. You can contact us by email at **soctfl@stag.org.uk**

STAG RESTORATIONS

MY CLASSIC CAR RESTORATION COURSE

Five years ago, I finally plucked up the courage to buy my first Stag, and she's gorgeous. Yes, she has a few (!?!) rust spots, but that's only to be expected for a car her age.

Three years in and all the major work has been done – engine sorted and header tank in (thanks Rej), new auto gearbox in (thanks Clive), and new hood and refurbished frame (thanks Craig). Accepting that my level of mechanical and technical knowledge is somewhere near non-existent, and with my wife constantly commenting on what a money pit it is, I decided it was about time to try to reduce costs and learn to do things myself.

My first port of call was, of course, Google. "Classic Car Restoration Courses Near Me" was the search criteria. Up popped the search results. There was an evening course fairly close to me at Tameside College in Ashton-under-Lyne near Manchester. Level 1 covered basic metalwork including MIG welding, cutting, bending and folding sheet metal, as well as dent repair. That sounded like it would be useful, so I duly signed up and hoped and prayed that I'd get accepted onto the course.

The summer months ticked by until I finally got the email saying that I'd been accepted and I could enrol. September came and it was time to start. Kitted up in overalls and steel toecap boots, I eagerly turned up on day one to meet my fellow students. Some already had classics, whilst others were yet to get their first one, but all had similar levels of knowledge – some knew more about mechanics than I did, but all had little to no experience of bodywork. Pete, our tutor, had come from industry, and had a broad range of experience. He was always there on hand to answer our questions and show us where we were going wrong. In fact, getting things wrong was encouraged. As Pete said, there are mistakes that are going to happen, and we needed to know how to fix them when they did.

Over the year, we learnt many things, including: Mig Welding, including T, right angle and butt joins. Dent repair including filling and sanding, dent pulling and panel beating. Changing a tyre, using the fancy kit that you see at tyre shops. We also did some work cutting and shaping body panels for the electric go-karts that the college had.

During that year, I made lots of friends on the course and most of us agreed that we would apply to go onto Classic Car Restoration Level 2. Fortunately, those that applied were successful getting onto level 2 and we were joined by a few other newbies. This level was much more focused on Painting. I did think to myself "how are they going to drag out painting for a year?". I mean, how hard can it be? Well, as it turns out, it's a lot harder than it looks. There was a lot more focus on preparation, because as our tutor Jonathan said, if the preparation isn't perfect, paint will show it up. He wasn't wrong.

I learnt a lot that year. More filling and sanding to get the repair seamless. Primer application (etch and high build), base coat (the colour) and lacquer (clear coat). Spray gun cleaning and assembly/disassembly, and PPE (very important with paint!). We also learned how to mix paint (Mimosa yellow – paint code 064 – very useful for me). Above all, I learned how to be more patient and not to rush to get into the paint booth.

Our last topic was to create a panel with an image on it. It started as a sheet of metal, folded in two places.



Painted panel – basecoat and vinyl logo applied.



Painted panel – the finished piece.



Front end repaint – Before.



Front end repaint – After.

A dent was put in the suage line by our tutor, which we had to repair, then we primed it, applied the base coat, applied an image of our own choosing in vinyl, then applied the top coat. We removed the vinyl very carefully, then applied the clear coat. My effort is below. I must thank Carl from the SOC for allowing me to use the logo.

Freshly armed with all this knowledge, it was time to tackle the front of my Stag – no taking it to a bodyshop for me!!

Nerve-wracking as it was, I remembered that preparation was key, so I took my time. I went through all the processes that I'd learnt at college (no welding was necessary on this job). The before and after photos are below. Although not perfect and bearing in mind it was done on my driveway, I'm really pleased with the end result and saved myself a pretty penny in the process.

So, what did I get out of the courses? I'm not afraid to tackle bodywork jobs any more. I've learned not to rush into jobs, and that preparation is paramount. I learned that I'm actually quite good at MIG welding. Most of all, I've got myself some more friends and contacts who share the same interests as me – keeping our classic cars on the road and enjoying every minute of it. Plus the odd curry night as you can see!

I would recommend these types of courses to anyone who has an interest in working on their own cars to help keep costs down, enjoy meeting like-minded people, and also for those that like to think to themselves with a smile on their faces when they look at their handiwork that "I did that!".

What's next for me? I have a couple of holes in the sills and one in the boot lid that need welding and painting. Plus, I need to sign up to another course for next year.

Tony Williams



Curry night!

SOMERSET AND DORSET VISIT BDAC

The Boscombe Down Aviation Collection (BDAC) was the destination of the Somerset and Dorset Area's visit on Sunday 22nd June.

It was a lovely warm summer's day to complement the recent solstice. As we were all coming from various directions some met up en-route while others made their own way there independently. Twelve members made the visit – Garry, Janet, Tim, Wendy, Danny, Julie, Mike, Madeline, Jane, Mike, Pete and guest Adrian - in five Stags and two daily drivers. BDAC is based at Old Sarum airfield North of Salisbury and we parked up together outside one of the World War One Belfast Hangars housing the collection alongside a Hawker Hunter and a Hunting Jet Provost.

Graham Horner, one of the volunteers, gave us a very informative and interesting insight into the collection over tea and coffee on arrival. Graham said that they wanted to be seen very much as a collection rather than a museum, that implies lots of 'Hands Off' and 'Keep Out' signs and to actively encourage visitors to touch the exhibits and to climb into the cockpits of many of the aircraft on display. Graham stated that the main purpose of BDAC was to celebrate Boscombe Down, Old Sarum and the surrounding area's rich aviation history. Consequently, most of the exhibits in the collection have a local historical connection, including a purpose built room dedicated to the Royal Flying Corp, the forerunner to the Royal Air Force being formed in 1918.

Old Sarum is one the oldest continually operated airfields in the UK, having been originally built in 1917 by German prisoners of war and migrant Chinese labour. Boscombe Down is the home to the Empire Test Pilots' School where test pilots are trained and aircraft assessed for their safety and ability to carry out the role they are being commissioned for.

Following Graham's presentation, we then took our time to look around at the two large hangars housing the collection. Most of the exhibits are cockpits (the more interesting part!) allowing the collection to house many more examples of aircraft relevant to the area and were predominantly from the cold war era including a Scimitar, Meteor, Sea Vixen, Canberra, Tornado and a civilian BAC 1-11. Complete examples of a Sea Harrier, Hawk, Jaguar and Tornado also formed part of the collection. Several of us climbed into the cockpits to get a real sense and feel of being a pilot at that time and seeing the development of aircraft instrumentation and control systems. On a personal note I did find it considerably more difficult getting out! Also on display were examples of a Scout and Wasp helicopter, both made by Westlands in Somerset's own town of Yeovil.





After the visit we drove the short distance to the Bridge Inn at Upper Woodford, a lovely pub nestling next to the River Avon for Sunday lunch. Despite the short distance one of the members (yours truly) did manage to turn right instead of left and take half the group through the leafy Wiltshire lanes! We were joined at the Bridge Inn by Ray and Sue Smith from the Wiltshire area and it was lovely to meet them and chat over a leisurely lunch – thanks for joining us.

A very interesting and pleasant day out which we all enjoyed greatly.

Pete Dennis





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EUROPEAN STAG MEETING 2025

NUREMBERG, GERMANY FRI 30TH MAY – SUN 1ST JUNE 2025

The 2025 European meeting was especially well attended and a good crowd of us going from the UK.

I think the majority took advantage of the trip and added on some extra sightseeing on the way there, and also on the way back. A couple of areas have reports in this section.

Once we got there, it's a pretty busy program. We arrived on the Thursday evening and on the Friday, we had a trip out to a private car collection. Then back to the hotel for dinner. On the Saturday morning we were entertained by a choir, there was a choral competition going on in Nuremberg the same weekend, and they just happened to be staying in our hotel and gave us an impromptu couple of songs in the morning before we left for a coach tour of Nuremberg.

We arrived near the castle and walked into the centre where we had a lunch booked in a well-known restaurant.

Some of us made our way back with the coach, but others took the very easy trip on the underground system, which delivered us straight to the hotel.

Saturday evening there was a dinner dance and the band seem to know all the right tunes to play, especially for us. On the Sunday we were entertained by a marching band, which took us through the car park and onto a small plaza just next door, very colourful and very entertaining.

We then had a nice drive through the countryside to a nearby town called Neumarkt for the closing ceremony.

I've made a short video which covers most of the weekend. You will need to go to the interactive version of the magazine in order to see this.

Carl & Jan



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

At the Eurotunnel



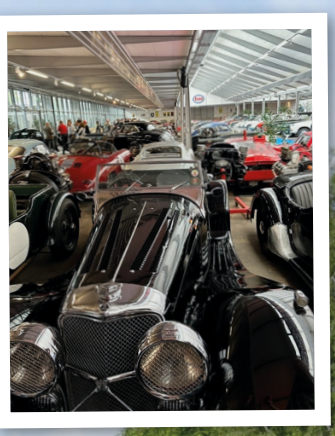

RVENA PARK



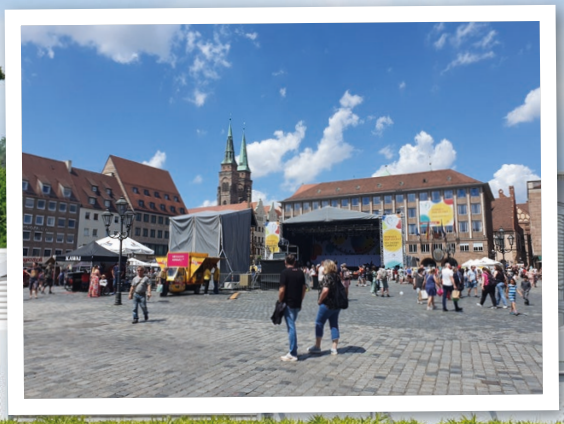








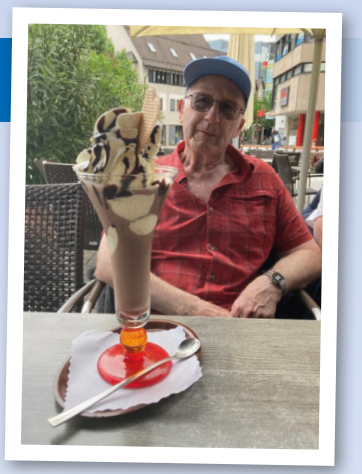





REMEMBER



ESM REPORT FROM THE KENT AREA





Wednesday 28th June, 8.00 am, five Stags assemble at the Eurotunnel terminal to start our journey to the ESM at Nuremburg.

After an uneventful crossing and onward journey, we arrived at the Threeland Hotel on the outskirts of Luxemburg where we enjoyed a relaxed meal before a good night's sleep and a 10.00 am start to the next leg to the Arvena Park Hotel for the start of the ESM. We refueled with the cheaper fuel in Luxemburg and visited the nearby Lidl to get provisions for the day, however it was closed and the town was very quiet for a weekday, only then did we realise that it was Ascension Day and there fore a public holiday. The bonus was that all the trucks normally on the roads were confined to the service stations on the motorways, the roads were very quiet although it was impossible to park at the service stations, we made very good progress and arrived in good time to be greeted by our German hosts.

As you would expect there was a packed program of events starting at 9.00am with a daily driver briefing. There was a total of 82 cars present with 42 from the UK which made us the biggest group. Friday saw us travelling to an amazing private car and motorcycle museum, the Dauphin Speed Event with a champagne reception and a buffet lunch followed by a guided tour in small groups by very knowledgeable guides of the 160 odd rare and historic racing and sports cars, on the upper floor were 240 motorcycles. In addition, there were very pretty grounds with lakes and fountains.

There were 2 choir groups staying at the hotel for an international festival in the city, and on Saturday morning we were treated to an impromptu concert before we were collected by coaches to enjoy a guided tour of the sights of Nuremburg and then be dropped off by the castle for a walk through the town to the restaurant for lunch. After the meal there was a guided walking tour of the old town, in which the choir festival was taking place so there was singing to be heard on most street corners, but in the 30 degree heat it proved too much for some who opted for a slower pace before we were all collected by coach for the return to the hotel. The evening was spent enjoying a good meal and live entertainment from a local group who specialized in 60`s and 70`s music.



Sunday, after an entertaining visit by a marching band, saw us driving to a hilltop hotel for lunch and the closing ceremony, thanks were given to all involved in the organisation of the weekend and the location of the 2027 ESM to be held in Holland was announced. So just a 4hr drive next time! Groups departed to various destinations whilst we returned to our hotel for an extra night before embarking on the 2nd half of our trip to the Black Forest.

Monday saw us leave for the Waldhotel Luise in Fraundstradt, our base for the next 4 nights. Unfortunately, the weather took a turn for the worse and within an hour of arriving we had very heavy rain which set the pattern for most of the trip.

We did however manage a day in Trieburg to view the water falls, sample some black forest gateau and visit the shop with 1000 cuckoo clocks of all types for sale – some very complicated with prices up to 4,000 Euros.

Tuesday started wet but with an improving forecast, so we opted for a scenic drive found in a hotel leaflet and passed through some pretty scenery before stopping in the Centre of Nagold. Having parked the cars, we wandered by the river into the old town, refreshments were called for and I opted for a small ice cream whilst other sampled various beverages.

Wednesday, our last day, was dedicated to following the route 500 towards Baden-Baden, a recommended scenic drive through the mountains first laid out in the 1930`s. The disappointment is that the trees have grown up since the route was planned and it's not quite as scenic as you could wish. However, there were still some magnificent views to be had. This is a circular route and we returned to the hotel to prepare for our homeward trip.

Thursday saw Keith leave early to continue his trip by taking in the Laon Historique weekend whilst the rest of the party, blessed with very heavy rain and frightening speeds by some traffic on the autobahn despite the weather arrived safely at our hotel on the outskirts of Luxemburg for an overnight stop before continuing to Calais for the train and then home. I covered 1587 miles at an average of 30 mpg and all the cars performed well with no serious problems. A thoroughly enjoyable trip!

Derek Hewett (Kent Area)

A STAG TOUR THROUGH GERMANY AND BEYOND...

We left the ESM and Nuremberg early on Sunday, missing the final day's events to make the most of our time further south – possibly a mistake!

After a scenic 150km on side roads, we stopped at Weltenburg Abbey, tucked behind pebbly banks of the Danube. Here we enjoyed dark monk-brewed beer and our first apple strudel. That evening we arrived in Regensburg just in time for a riverside stroll and boat trip.

On Monday from our central hotel we explored Regensburg's pretty streets before heading to Bamberg via the lovely town of Amberg. En route we stumbled upon the Pottstein amusement park and couldn't resist a ride on the toboggan. Bamberg charmed us with its river-spanning half-timbered buildings, canals, and lively beer halls – a big city, with too much to see in one night.

With our companions heading home on Tuesday, we stayed on to explore Bamberg properly. A full day with the help of buses and a tourist map took us to the Domplatz, cathedral, castle, Rathaus, Little Venice, and the famous fishermen's cottages – capped off with pork knuckle and smokey beer.

On Wednesday and Thursday we meandered along the Main valley, stopping at Schloss Weissenstein and through riverside gems like Würzburg, Wertheim, and Miltenberg before overnighting in Marktheidenfeld. The family-run Hotel Anker was full of character – and characters – but couldn't have been friendlier, even letting us wash the Stag.

For Friday and Saturday we swapped the Main for the Rhine, enjoying its vineyard-clad valleys before reaching Koblenz at the confluence of the Rhine and Moselle. Highlights included the Ehrenbreitstein fortress, gardens, and the dramatic cable car. Trier, reached the next day along the Moselle, was less impressive – though the Porta Nigra and Roman ruins are worth seeing.

Luxembourg's striking mix of modernity and medieval fortifications didn't disappoint. Sunday night's hotel in Belgian Rochefort, booked at the last minute, turned out to be a gem. On Monday we stumbled on a Bugatti gathering at the Waterloo battlefield, parking among 50 classic cars and enjoying the museum and panoramic views before Belgian beer and waffles.





After a final night in Dunkirk – including a memorable dinner in Veurne's cobbled market square – we caught the morning train back on Tuesday.

The trip saw us cover 1,961 miles door-to-door at just under 32mpg. The Stag was faultless throughout – a real pleasure on every mile of this memorable tour.

Richard Green Snr
(Oxford Area Dept Coordinator)



WEST YORKS AREA - OUR ESM JOURNEY

The biennial Euro stag meeting took us on a journey not just of ideas, but through the heart of Germany's natural and cultural beauty.

From Rotterdam's ferry terminal, and through Holland and into the heart of Germany to ARVENA PARK hotel Nuremberg, to the peaceful vineyards along the Moselle River, each stop offered its own unique story.



Our trek kicked off with a pause at WohnGut Koblenz – Hotel, an inviting halfway haven nestled near the Rhine. Warm hospitality and a moment of rest here set the perfect tone as we pressed onward to Nuremberg, where the Eurostag meeting sparked lively discussions and road trips exploring the countryside, museums and the highlight, a guided tour around Nuremberg, an unforgettable event with new connections made. And ready for the next European Stag Meeting meeting in Holland in two years' time.

Once the event wrapped up, the real magic began. We made our way to Treis-Karden, a charming riverside town that served as our home base for a few days of exploration. With train tickets in hand, we rolled toward Cochem—a picturesque town where timbered houses lean into cobbled streets, and the air smells faintly of history and Riesling.

From Cochem, the group embarked on a river cruise to Beilstein, a gem of a village clinging to the edge of the Moselle. Surrounded by emerald vineyards and crowned with a medieval castle perched atop a steep climb, Beilstein felt like stepping into a storybook. Laughter echoed through narrow lanes, cameras clicked, and the slower pace gave us all a chance to soak in the moments between the milestones.

No journey through this region would be complete without a true vantage point, so in Koblenz, we took to the skies, boarding the renowned cable car that glides across the Rhine toward the Ehrenbreitstein Fortress. Suspended above the shimmering waters where the Moselle meets the Rhine, we watched the rivers intertwine far below, the city spreading out in a patchwork of spires, rooftops, and greenery. The fortress itself, perched high above the confluence, offered sweeping panoramas and a stirring sense of history; standing there, we felt both the grandeur of centuries past and the anticipation of the adventures still to come.

As the trip wound down, the blend of purposeful meeting and peaceful retreat left us recharged. Between train rides and hillside castles, the Euro stag journey reminded us that shared experiences build stronger bonds—and sometimes, the best ideas are born where the wine flows and the views go on forever.

As the next ESM will be in the Netherlands in 2027, we will be arranging a trip to Northern Ireland in late May/ early June 2026

Wayne Day (West Yorks Area)





At the closing ceremony.



SUFFOLK AREA

Thank you to Roland and the team for making a really enjoyable and different ESM weekend in Nuremberg.

The impromptu car related choir greeted us at the hotel, guided tour of the pretty city, very envious of the car collections and the band on Saturday night were great – difficult to choose the best but had to be the marching band, they were fabulous! And afterwards gave me the opportunity to extend my trip to tour the car museums in Stuttgart and walking in the Black Forest, recommended!

Paul (Suffolk Area)



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.



THE CLUB STAG ARCHIVE

The Triumph Story, Part 18 – All Change

Before starting this month I should apologise that a small inconsistency crept into last month's article. Not my fault this time though, phew!

If you were checking the photos and wondering where the chrome side strip was on the Pennant or what the Eight actually looked like, then you will be pleased to know that it was not your inadequacies which were at fault but the typesetting which transposed photos 4 and 5 within the article. Naughty Alex, must do better this month!

The first person to spot this after I did was our North Wales Co-ordinator, Nigel Cross. However, as an 'insider' who should know his stuff as he worked at Canley for a while, I have not awarded him the 'spot the mistake prize'.

I also have to do better this month as Don Reed has pointed out that I had got my OHVs and my OHCs muddled such that I had claimed that the SC engine had an overhead camshaft. Of course that is rubbish as the camshaft is situated half way up the crankcase and it is only the rockers and valves which are under the rocker cover. How will I be able to hold my head up in Triumph circles ever again ?

We have now dealt with the cars of the early and mid fifties, saloons made with the Standard name and sports models given the Triumph name. We have also seen how the new engines and gearboxes for the saloons were to be taken forward into the Triumph decades of the sixties and seventies. We now need to catch up with whatever else was happening at the Standard Motor Co. Ltd. during that very busy time as those who built the old Standard company gave way to those who would take Triumph forward.

Captain Sir John Black

Having taken charge of Standard in 1929 as Captain Black, Sir John became 'Sir John' due to the work which Standard did to aid the war effort and he emerged from the War as the head of a very profitable company. He was, however, a tyrant. No, 'tyrant' is probably too strong a word but Sir John did like to get his own way. Sometimes this proved to be slightly off target (as in the razoredge styling of the early fifties) but mostly he got it generally right and despite spending quite a lot of money on tooling up for new models, new engines and new gearboxes in the early fifties, Standard made very good profits:

1950	£ 578,318	**1951**	£ 853,069
1952	£ 530,631	**1953**	£ 644,330



Captain Sir John Black, Managing Director and Chairman, Standard Motor Co. Ltd. and of Triumph Motors Ltd. (1945)

However, it has been reported that by 1953 he had been getting more difficult to deal with than was usual. This was possibly compounded by the effects of a major car accident in which he was involved in November 1953. At this point, a brief diversion is in order.

The Swallow Doretti

If you know your Jaguar history you will recognise 'Swallow' as the name of the company formed in Blackpool by William Lyons and William Walmsley back in 1922 in order that they could make sidecars and car bodies. After a number of company name changes, some serious motor cars were being made under the name SS Cars. Despite being more to do with the initials of Swallow Sidecars than because the management had any German sympathies, it was not a good name to have in the late thirties and the model name 'Jaguar' became to be used. The company changed its name to Jaguar Cars Limited in 1945 and in 1946 it sold off its sidecar and coachbuilding business, then operating under the name of Swallow Coachbuilding Co. (1935) Ltd., to Tube Investments (TI).

Swallow sidecars continued to be made in the Walsall Airport premises of the Helliwell Group (a TI subsidiary) but things rather tailed off without the thrust of William Lyons at the helm. To zizz things up TI commissioned Frank Rainbow, an ex-aircraft engineer, to design a two-seat sports car to be made under the Swallow name.

Despite never previously having been involved in any automotive design, Rainbow managed to come up with

a rather pretty little car utilising the engine, gearbox, rear axle and front suspension of the newly launched TR2. However, it was not really a 'little car' as it was physically larger than the TR2 and weighed a bit more. However, it was given good reviews in the motoring press and in America when it was sent over for comment by a prospective importer.



A period advert for the Swallow Doretti. Doretti was the Italianate form of 'Dorothy', the USA importer's daughter's name, an idea designed to give the car some Italian feel.

It sold well enough but it is rumoured that William Lyons had not bargained for his old company to enter into any competition with his Jaguars and, apparently, a word was had in the ears of the Tube Investments board along the lines of 'If you want to continue supplying Jaguar Cars you had better stop making cars which compete with Jaguar'. Apparently, 245 Doretti's were made during 1954 and 1955 before production was abruptly halted.

Captain Sir John Black – Part 2

Obviously Sir John was interested in the Doretti idea and was active in promoting it alongside the cheaper and quicker TR2. He took delivery of the first production car, chassis no. 1000, specially trimmed and painted to match his Bentley. Ken Richardson, Sir John's test driver of choice, was asked to assess the Doretti but unfortunately, during the test, and as Richardson blasted along Banner Lane, a van driver turned across the Doretti to enter the no. 2 gate at the company factory and, despite swerving, Richardson gave the van a good swipe, lifting it off the ground and turning it round. Both driver and passenger of the Doretti were injured, Ken needing 47 stitches in his head and Sir John was believed to be dead when he was pulled out of the wreckage by his chauffer who witnessed the accident. Fortunately, he was not dead but sustained a broken arm, cuts, bruises and shock, which required a short period of convalescence in the South of France.

Shortly before the accident Sir John had negotiated a new tractor deal with the newly formed Massey-Harris-Ferguson company without consulting the board who were generally against such a deal now that Ferguson were merged with Massey-Harris. This sowed seeds of serious dissent and when he started to pick on his Technical Director, Ted Grinham, at the company's pre-Christmas get together, such that he said that he was considering sacking his deputy MD, enough proved to be enough. On 4th January 1954, the board convened a special meeting and then drove immediately to Sir John's house in Bubbenhall to ask for his resignation. Obviously not a happy man, Sir John was persuaded to sign the prepared letter and left the company.



Doretti no. 1000 after the accident outside the Banner Lane factory on 3rd November 1953.

The official reason for the 'retirement' was 'the effects of the accident' but that was not the whole reason. Sir John received £30,000 as a 'pay-off' (£ 700,000 in 2025 money) as well as his two company cars – the Bentley and a Mayflower – and the use of the company house in North Wales for a further five years. He eventually took up farming near Harlech and died on Christmas Eve 1965.

Alick Dick

Having got rid of Sir John, I now need to introduce to you his successor as it was he who took the company forward into the 'Triumphant Sixties'.



Alick Sydney Dick, Managing Director Standard Motor Co. Ltd and Standard-Triumph International Ltd. 1953-1961

Let me take you back to 1919 when Captain Black shared a train compartment with Major Thomas Dick, a fellow officer from the Machine Gun Corps. The result was that Black was introduced to one of the Hillman daughters (Major Dick had married one of her sisters and Spencer Wilks had married another – Spencer Wilks eventually went off to Rover and Charles Spencer King, his nephew, was given his forename when he was born. Coventry is full of such relationships and for those who do not recognise the name Charles Spencer King, then perhaps you have heard of 'Spen' King, Chief Engineer, Triumph Motor Co. 1968-1972 and generally regarded as the father of the Range Rover as well as the person who pushed Stag through the final stages of development). Anyway, John Black married Daisy, the daughter, and was given a seat on the Hillman Board, becoming MD in 1928 just before Rootes took control. At this point, both he and Spencer Wilks left the company, Wilks joining Rover (hence Spen joined Rover at an early age and rose quickly through the ranks) and Black becoming General Manager of Standard.

If you have followed that you will see the significance of the name 'Dick' and it transpires that Major Dick had a nephew, Alick, who was born in Massingham, Norfolk (Top Man !!) and educated at Chichester High School for Boys. I can't work out the relationship between Alick Dick and Sir John but if you can have an 'uncle twice removed' then that is what it was. I would say that it wasn't by chance that an eighteen year old Alick started as an apprentice at the Standard Motor Co in 1934, being promoted to Chief Buyer for the Banner Lane aero engine works for the duration and then becoming Sir John's personal assistant in 1945. Appointed to the Board in 1947, he had become Deputy Managing Director by 1950,

It was to Alick that the task of asking for Sir John's resignation fell and it was Alick who was the Board's choice as his replacement. At the age of 37 he became the youngest MD of any of Britain's large car making companies.



Giovanni Michelotti talks with Alick Dick in early 1959 at the release of the Herald in the Royal Albert Hall.

Alick Dick will pop into my articles in the future so remember the name but for now I will just say that Alick Dick was an enthusiast for the idea of motorsport as a marketing tool and actively promoted the sporting side of the business i.e. the things which ended up with the Triumph name on them.

A New Chairman

Getting a new MD wasn't the only major change in January 1954 as John Black was Chairman as well as Managing Director and the Board had to find a new Chairman. The 90 year old Lord Leigh, who had previously been Chairman, was reappointed as a temporary measure but by June, Arthur William Tedder had been appointed to the position.



Lord Arthur Tedder.

This was no simple appointment as Arthur Tedder was actually Lord Tedder, knighted for his services to the country in 1942 and 'baroned' in 1946. As an Air Marshall in the RAF he had directed allied air operations in Africa and Italy and was Eisenhower's deputy during Operation Overlord (the assault on France in 1944). He was present at the ceremony of the German unconditional surrender in May 1945, signing the surrender document on behalf of General Eisenhower. In fact, Eisenhower was godfather to Tedder's first son. Leaving the Service in 1950 as Britain's Chief of Air Staff. He then held the position of Chancellor of the University of Cambridge and Vice-Chairman of the BBC. A 'big hitter' if ever there was one, Lord Tedder led the Board until his 70th birthday in 1960 and, following retirement, became Honorary President of Standard-Triumph International until he died in 1967.



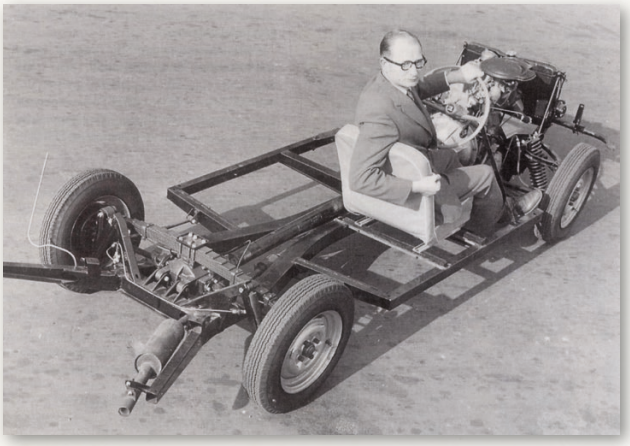
Supreme Command, Allied Expeditionary Force 1944. Tedder is to the left of Eisenhower (in the centre).

And a New Technical Head

You will have noticed that we have had two Deputy MDs in this article – Edward Grinham and Alick Dick – and they were both appointed at the same time – two parallel deputies. Obviously, as the Board preferred young Alick

when the two had to be separated in 1954, Edward had to resign himself to being the perpetual deputy. He finally resigned his positions as Technical Director and Deputy Managing Director in December1956 to be replaced as engineering supremo by Henry George Webster. Webster, born in 1917 and educated at Welshpool County School, had started his working life as an apprentice at Standard and had worked his way up to Chief Engineer by 1949. When Grinham left he became Special Director of Engineering, remaining at Triumph until he was 'transferred' to Austin Morris in 1968 when BL needed to change the performance of their volume products division.

Harry Webster is a name which will also recur in these articles so remember it well.



Webster doing what every self respecting Director of Engineering should be doing – driving a bare Herald chassis over the company playing field.

A Loss of the Styling Specialist

The final important change was that of Head of Styling, a position occupied by Walter Belgrove, one of the few Standard people who had actually worked for the old Triumph company before the War. He had been trained in draughtsmanship and was one of the first British automobile engineers who could provide design information in a multitude of ways, being capable of technical drawing, accurate sketching and model making.

Belgrove had been instrumental in the styling of all of the immediately pre and post-War Triumphs and in most of the post-War Standards. Unfortunately, he did not get on particularly well with his boss, Edward Grinham, but generally peace was kept by Sir John. Without Sir John's firm hand on Grinham things probably got a little more tense and in 1955 Belgrove upped and resigned. He started his own relatively successful consultancy business but eventually 'emigrated' to Devon to run a village Post Office well away from the strife of the automotive world.

Which left a distinct hole in the Standard/Triumph styling department, eventually filled by . . . . . .

Giovanni Michelotti

At some time in the future, I will provide a full article on 'Micho' as he was called but for now, space is limited so a quick appraisal is more suitable.



Giovanni Michelotti, stylist extrodinaire.

Born in Turin in 1921, Giovanni Michelotti started work in a lowly capacity within the design department of Stabilimenti Farina but the events of 1939 put an end to all this. He was a rather rebellious member of the Italian army but his exploits were hardly those sought out by The Boys Own Paper and for most of the time he was set to guard villages in the mountains.

When peace was restored he joined Serafino Allemano (an Italian design company) but in 1949 set up his own freelance design business. This was not an easy route to stardom and he spent much of the next years working for Vignale, where he is credited with the design of some 150 individual Ferraris although he also did work for Bertone, Ghia, Aigle, Fiat, Moretti, Nardi and some other organisations of which I have never before heard.

Under these 'carrozzeri' he is credited as being the designer of many Alfas and Lancias and not a few Masserattis, as well as a couple of Astons, and numerous offerings from lesser manufacturers such as Daf and BMW.



By name this is the Ferrari 250 Europa but the body was designed by Michelotti and built by Vignale in Turin.

But we are concerned with his work for Triumph and this happened as a direct consequence of the styling vacuum left by the departure of Walter Belgrove. The link, however, came about when a Captain Flower (of the Flower's brewery family in Stratford) contacted Standard to talk about the supply of the Small Car engine for a project he was planning in Egypt. He let it be known that he could obtain prototypes of new car designs in three months using a contact of his brother, Neville Flower.

This was of interest to Harry Webster and his team and they set Flower the task of proving it with a proposal for an updated TR3 – which Flower provided within the three months.

Flower would not reveal his sources but the carrier which brought the prototype to Canley was seen to originate from Italy and the driver was engaged in a couple of beers, disclosing along the way, its pick up point as being the Vignale coachworks in Turin. The company, was duly visited and the source of the design work found to be Michelotti, who used the Vignale concern as his coachbuilders.

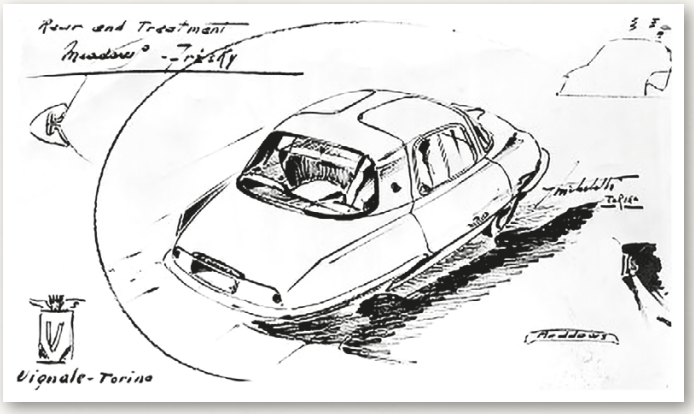


'The Dream Car' as it was named – the TR3 styling exercise by Michelotti which got him the job.

Webster recommended to the board that Michelotti was engaged as a sub-contract stylist and from that starting point he provided designs and/or inspiration for all Standard/Triumph new models until the early seventies.

The first Michelotti design to noticeably hit the streets was the restyle of the Vanguard III into the Vignale Vanguard (see article 16) but the first major work was the styling of the new Small Car.- the Herald – of which more in October.

Flower finally got his engines from Henry Meadows Ltd. in Wolverhampton who manufactured small engines for automotive, marine and industrial uses and who set up a subsidiary company to manufacture the resulting 'Frisky' for Flower between 1958 and 1961. Not much loss to Standard but in the losing, Webster gained an influential member of the team.



Michelotti's initial design sketch for what was to become the Meadows Frisky.

Peter Robinson

© Peter Robinson 2025

NEW STAG PRODUCT
CNC CUT STAG BOOT BOARDS

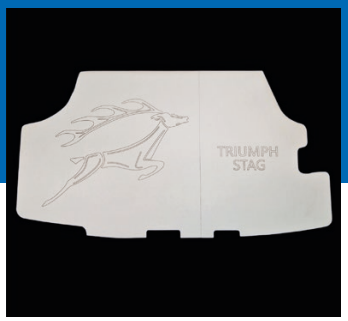
I have a friend (SOC member Tony Self) that has a 1974 Stag and I recently made a custom boot panel for him

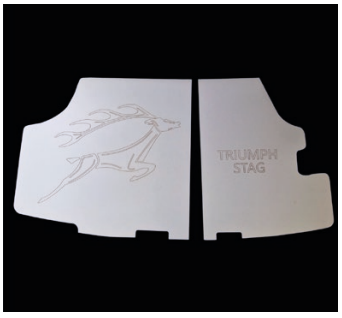
It came out so well I've decided to make them available to other Stag owners. They are CNC cut so will fit perfectly every time.

Here is a YouTube link for you to watch: **youtube.com/shorts/gGI_suyosyE?feature=shared**

Contact me if you're interested at **johnnyegg@mac.com**







A NEW BOOK ON THE TRIUMPH STAG

AND HOW YOU CAN BE PART OF IT

For those who have heard the rumours of a new book on Stag, I can say that they are indeed true – there will be a new book on the subject published by Amberley Books in the New Year. I reckon that it has been at least ten years since the last Stag book was published so it is time that we all had another fix of our favourite car.

The words have already been written but the photos are proving difficult as the author is looking for as many original photos as possible and I have been asked to assist in the process. As I am not a particularly good photographer, I had the brilliant thought that maybe we could make this into a Club project and that you could all be part of the contribution process by submitting photos of your own car, or maybe of someone else's car which caught your attention, and thus get your name forever associated with Stag via an acknowledgement within the book.

The subjects of the photos required have been set by the words already written so below I have given a list of the subjects for which photos are requested. I must say that this type of exercise would not really have been a starter in days gone by, but now that we have in-phone cameras of extremely high quality and that the digital photos produced can be sent to me without the 'original' actually leaving your phone or computer, we don't have to worry about photo development, having copies made or providing details for the return of those photos sent, which was all a bit of a pain when compared with just popping my e-mail address (registrar@stag.org.uk) into the right place and pressing 'send'.

Just to make life interesting, I have arranged a prize for what is considered to be the best photo submitted and it will be no surprise that this will be a copy of the book signed by the author.

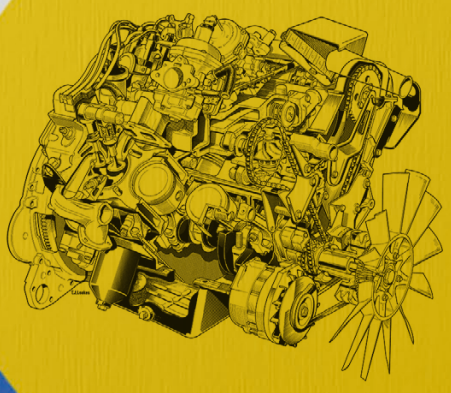
The photos particularly sought are:

- Side views of your Stag against an interesting background.
- Photos of a newly rebuilt engine waiting to be installed – preferably without your dog or garage based freezer in the background.
- A front three quarter view of the last Stag built – BOL 88V – currently at Gaydon.
- The complete engine bay of original early and late cars.
- Dashboard shots – not that easy to produce well due to that silly steering wheel getting in the way of the gauge view but I know how inventive you can all be.
- Interior photos taken through an open passenger door.
- And for those with slightly different cars.
- Engine bay from an American spec car with carbon canister in place.
- A three quarter view and/or under bonnet shot of any original European spec car.
- A tidy V6 engine in place.
- A tidy RV8 engine in place.
- Photos of any major non-standard fitments – rear discs, 4-speed auto boxes, different half shafts and diffs, etc.
- And, finally, photos of a Stag event with large numbers of Stags to be seen.

So, do I have any takers ? Don't be shy, get involved !

Peter Robinson

WIN A COPY!



OUT & ABOUT

EASTERN

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

BEDFORDSHIRE & NORTHANTS

Natter and Noggin

The evening was warm and sunny so we all sat in the garden. 7 Stags were lined up in the car park, a record for this year, which included new member Trevor in his red Stag

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

Classic Stoney Stratford 1st June

Ken Symmonds and Howard Wright attended along with some more Stags from other areas. Howard had pre booked and was parked in the market square, but Ken parked along the street with most of the other classics at the show.

Luton Festival of Transport 1st June

Poor old Rob was the only one at the show (but did send a photo) as he had not got the message that we were avoiding the show as the new organisers were charging more to display the car than entry for the general public to view the cars. It was not surprising that the reports I got back was it was poorly attended. If organisers continue to increase the entry price even if they claim its for charity attendance figures will fall.

Hells Angels meet at the Red Lion 6th June

This was an invite from the pub that we have our N&N's at as they were trying something new, four Stags arrived and were lucky to get all parked up together. The event run by Hells Angels in aid of a cancer charity with donations was well attended and I enjoyed talking to some of the Hells Angels who were really friendly.

Wilstead Garden Centre Wixams

This Sunday morning event is getting very popular with the Ford supped up brigade but a few interesting classics do turn out. I was also lucky to meet up and chat with Sheldon from Dream Car Fixers (see photo)



Oakley sports and social club 10th June

This was a lovely sunny evening with over 350 cars on two football pitches and was well attended by Stags from the area and one or two that had travelled from areas outside Beds and Northants. Ken was pleased to show his car which he has recently had resprayed and Nick was pleased to take his car which has now left Kens garage after some work.



Marsworth Steam and Classic vehicle 15th June

Report by Howard:

A lovely day yesterday and despite the odd very black cloud, it stayed dry- only just though!

Simon and Trudy were there as well, together with Ellie and her Whippet - Lulu.

A few other stags were there, but we did not know the owners. There was a lot of interest from other Stag owners who were in the process of rebuilding their cars following a purchase in the past year or two. One chap was putting in a dashboard as the previous owner took it out, but did not label the wiring; good luck on that!

We were also lucky to see the Spitfire fly over 3 times, so all in all a good day.

Now need to look at my Stag as not running right, I think its carb issues, but will check plugs etc first!

What's App Group

A Lot of activity this month with Howard fitting new distributor caps and HT leads giving problems as the instructions he received were giving him misfiring but with the quick response from all the active members he was soon sorted with the correct lead configuration. Also, Guy wanted to know if anyone had an old Gunson Colour Tune and if his seat belt buckles were the right way as the printing was upside down. Kevin Jones posted picture of his car and other Stags that were at the evening Barrington Show.



Thursford Gala Day

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

- August 3rd Sunday run to a new coffee and tea room meet at the car park in Woburn at 10:00
- 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 20thWednesday 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
- October 16th Natter and Noggin RED LION Elstow Bedford MK42 9XP
- November 20th Natter and Noggin RED LION Elstow Bedford MK42 9XP

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy
Mobile: 07816 271237 ***rogkennedy44@aol.com***

NORFOLK

July Noggin 'n' Natter we welcomed Mike & Yvonne Cooke from Lenwade to their first N&N visit in their BRG T-plated Stag. They made us up to 35 people & 8 Stags for what was our 45th Anniversary since the first Norfolk Noggin 'n' Natter on 9th July 1980 at the Pineapple Hotel in Trowse, Norwich. Chris & Sue Liles are still here 45 years later but the other 5 initial attendees have fallen by the wayside – lightweights! As well as Mike/Yvonne, Stags were brought by Graeme, Chris/Maggie, John F, Steve W, Ian/Nancy, Peter Robinson & Jan/I.

We reviewed the past month's events such as Skeyton Goat with 4 Stags including Andy/Jacqui, Terry/Colleen & Peter/Jean. Steve B & Don enjoyed the Great Yarmouth Wheels event & the Bure Valley Railway at Aylsham (first Wednesday monthly) car evening was supported by Peter/Jean, Chris/Sue, Jan & I along with 50 or so other classics.

5 Stags trekked to Thoresby Hall in Nottinghamshire for a few days – full report elsewhere in the mag. Next year's trip is already being planned between 14th & 19th June 2026 to Chatham in Kent.

Thursford Gala Day weather forecast was for thundery showers all day but did that deter us? Hell no, we're British! Well, 13 of the 15 booked Stags arrived anyway. Guest of Honour was new member Colin Lloyd from Cley in his lovely white Mk2 manual. Colin had been plagued by an intermittent noise since owning the car. Within an hour of arrival, thanks to Graeme & others, it had been tracked-down & resolved. Delighted you now consider your SOC membership to be a bargain Colin! We hope to see you again soon. The photo of our lovely little personal pitch/area shows the threatening sky which at 10.30 turned into a full-on monsoon. Steve W had gone to the café & left his rear window unzipped & exposed to the full force of the driving rain/hail. Our heroes Graeme & Chris leapt into action, managed to lift the rear rail & zip-up the window – getting totally drenched in the process! Steve & Emily later awarded them their well-deserved halos, as Graeme & Chris soaked chairs in the café with their wet bums!

However, most of the day was intermittent light rain showers so we happily browsed militaria, commercials, masses of classic cars & steamers ranging from stationary engines, through cars to mighty traction engines. We also spent time (per www.thursford.com) in the huge & fascinating Steam Engine Museum with carousel & gallopers etc. This is also home to their Christmas Spectacular which annually attracts visitors from around the globe. Also World-Class is Robert Wolfe who did



recitals today on Thursford's mighty Wurlitzer, the fourth largest such organ in Europe.

Come home-time, several of us decided to gamble & 'drop-the-top'. Alan/Doreen, Chris & Aubrey again proved the theory that keeping over 50mph stops rain from flooding the cabin & they got home dry-ish. Others proved that a decent soft-top eliminates the need for a hardtop, certainly during our 'Summer'. Overall, an enjoyable day at a venue which really pushed the boat out to make car clubs feel welcome, including some free food & drinks. Sadly, that is a sentiment becoming rarer amongst large shows, which recognise the public attraction-value of classic cars yet also charge them entry – greedy? This may explain Norfolk members' preference for attending smaller, more intimate local shows who actually appreciate the effort made to bring & display classic cars.

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

ESSEX

Last month was a really busy one with 4 events which is a first. Hyde Hall Classic Car show was a good one as always and raising money for Essex Air Ambulance. Weather was mixed but didn't put people off.

National Day has passed and no doubt will be covered in full in this months magazine.

We would have had our area BBQ at Jason and Natalie's Thank you both for hosting.

London to Southend Run was well attended and report to follow.

Report to follow next month on the area weekend away in Norfolk

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

I'm pleased to announce that Bo has very kindly offered to organise this years Night Run, details to follow soon. Thank you Bob, very much appreciated.

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

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

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

DIARY DATES

- 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
- October 2nd – Club night, Old Windmill
- October TBA - Night Run
- November 6th – Club night, Old Windmill
- December 4th – Club night cancelled
- December TBA - Christmas meal, raffle and awards

Andrew Smith

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CAMBRIDGESHIRE

Well who would have guessed that the fabulous abundance of "top down" motoring weather we have had so far this summer would continue. Our outing to the National Horse Racing Museum Classic Car Show, where the sun was still shining, proved to be a different and interesting day out. There was so much to see at this home of horse racing. The museum was well laid out with informative displays charting the history for the Sport of Kings. We were also able to look around the Kings Palace, home of Charles 2nd, and view the many portraits of famous horses and famous horse racing personalities. The museum sits on a 5 acre site in the centre of Newmarket and has an excellent restaurant, cafe and shop. There was also a hat-hire shop where we had great fun trying on some amazing creations. The site also houses retired racehorses who require training for a life away from the racecourse, for example getting used to a larger and heavier saddle. There were horses on display where we could talk to the trainers and pat and stroke these beautiful animals.

Away from the horses there was plenty of "Natter" under the gazebo and members couldn't resist having their photo taken in front of the statue of the famous racehorse "Frankel", commissioned by Sir Henry Cecil.

Having just arrived back from the excellent Shuttleworth show I am sure there will be much more coverage elsewhere in the magazine. There was something for everybody from the aircraft hangar displays, to the Victorian shuttle bus, to the classic cars and motorbikes and the beautiful gardens.

However the stars of the show were, what appeared to be hundreds of Triumph Stags.

Our next event on Sunday 17th August is the Treasure Hunt and N&N which has been organised for us by Ken & Jeanne Woods.

DIARY DATES

- Sunday 17th August Treasure Hunt Drive and N&N
- Sun 7th September Mystery Tour and N&N
- Wednesday 15th October Quiz night and N&N @ Admiral Wells Pub, Holme
- Sunday 23rd November Early Christmas N&N Get Together & The Elm, Abbots Ripton

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



Ringshall Craft and Farmers' market and classic car show

SUFFOLK & N.ESSEX

June's N&N was a week later than normal due to the ESM. At this N&N we welcomed a new member, Kevin and his fine looking stag. June is Shine and Show time and this year it was a beautifully sunny evening. We had a super turnout with 17 Stags looking resplendent in the car park. After the meal we headed out to look over the cars on display and pick our favourites. Once all the votes were counted and verified I could announce the winners (with a drum roll of course). In joint 3rd were Robin and Mark, 2nd went to Barry and way out in front was Ray. Well done Ray. Thanks to Daniel and Natasha, our hosts at The George, for sponsoring the prizes.

A week later it was Ringshall Craft and Farmers' market and classic car show.

This was a new event for us with 12 of us going along. Making quite a display on a brilliantly sunny morning - it was quite a small event with some nice attractions and a very relaxed atmosphere. One to watch out for next year.

The Lawn, Rochford, Essex Classic & Retro Show; this too was a new event for most members but came highly recommended. I wasn't able to attend this one but I hear it was a great show on probably the hottest day of the year so far.

We had an impromptu gathering at Tostock cars on the green (a former N&N venue for our area) on a lovely Thursday evening. A few of us joined a massive gathering on the village green and what a super evening it was too.

Looking ahead: next weekend we are off to the National Day at Shuttleworth, then in to August when once again we have back to back events right through to September. Let's hope the weather holds up.

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

- 3rd August Helmingham Festival of Classics
- 6th August N&N The George. Hintlesham IP8 3NH
- 10th August Alder Valley
- 17th August Stonham Barns
- 25th August Classics by the Bridge
- 3rd September N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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

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OUT & ABOUT

MIDLANDS

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NOTTS/DERBY

Graham Bradley

It is with great sadness that I have to tell you we have lost Graham Bradley who passed away on June 4th, just 3 months after his wife Enid. His funeral was held on July 4th in West Hallam where they lived.

Graham were always cheerful and could be relied on to turn up at meetings and shows in his Tahiti Blue Stag, I don't know how long he had owed the car but he had it when I joined the Club in 2010.

After he retired he had some chromed copper pipe he didn't want so at meeting, all those there were given a set of chromed breather pipes that he'd made up.

Graham sold his car a few years ago butill came to the meetings from time to time, but sadly hadn't seen him for quite a long time.

Another sad loss.

Crooked Spire Fathers Day Run

This year we had a new start and finish venue at Barlow Village Hall on the outskirts of Chesterfield and it worked very well. Drinks, fruit and hot drinks were available when we arrived, giving us chance to look at the route book.

Due to the new and smaller venue, fewer cars than last year with 55 of all types and ages.

The route was excellent going out to Grindleford then round the South West edge of Sheffield and into the Peak District, through Millers Dale, out towards Congleton on part of that well known road the Cat and Fiddle into Cheshire for a short time before the Staffordshire Moorlands. On the A53 there was a right turn at the Knights Table pub, which isn't a pub anymore, but a B and B with the same name but not very easy to see, a few people got that wrong, I was lucky, I know the area from when I worked in Stoke, so knew the turning.





Our lunch stop was at the Buxton Pavilion and had been well publicised beforehand, so was very busy. Myself and Ian were "volunteered" to put collection buckets and bunting advertising the Weston Park Hospital Cancer Charity on our cars and to be fair it did bring in some cash, so was well worth doing.

We went up the very steep and winding Crowdecote Bank, the views are superb, just a shame there is nowhere to stop. Next areas were bypass Matlock, into Rowsley, Ashover and eventually back in to Barlow and cream teas in the village hall.



We had the usual raffle and on the day raised £2200 split between the British Heart Foundation and Weston Park Hospital Sheffield's Cancer Charity.

For those who haven't done this type of event, they are very good if frustrating at times, I don't think we have ever finished one error free.

The village hall was bigger than anticipated so next years run will probably be up to 70 cars.

Andrew

Lullington Open Gardens

Saturday June 28th at Lullington Open Gardens and Classic Car show. Not the best attended day unfortunately, certainly lower on numbers than the Sunday last year. That said however, the variety and quality of cars on show was superb. Ours was the only Stag in attendance and it did attract a lot of interest. Several inane comments about 'do they still suffer from overheating and has it got a Rover engine ?' More amusing to me were the two ' gentlemen' who informed me that ' that's not original, and that's not original and ……. I know, but it's my not original and I love it so Stagger off. !!!



So, having overheated (Jan and I- not the Stag) on one of the hottest days of the year so far, we had a most enjoyable and informative days. For example, did you know that Black Barn Owls are extremely rare ? The mother usually kills its black chick as an interloper !!! See the rescued one !!!!

Mike and Jan

SOCTFL visit at the October meeting

As I said in the last magazine the SOCTFL committee are wanting to visit local areas and talk 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 will also bring some of the products for members to see and look at.

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

We are looking at the October meeting but nothing is confirmed yet. Giving you all plenty of notice will hopefully encourage a good turnout of Notts Derby members. Members from other areas are also welcome.

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

New members

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

WhatsApp Group

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

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

Our next meeting is on Wednesday 2nd July

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.

- 13th August Ilkeston Classic Car Show
- 16th August Barlow Carnival, Chesterfield www.barlow-carnival.co.uk
- 17th August Kings Bromley Show www.kingsbromley-show.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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WARWICKSHIRE / LEICESTERSHIRE

This will come as a bit of a surprise, BUT I haven't got a lot to say at the moment.

It had to happen one day!

Season is really hotting up now and we have a busy schedule, see the diary dates.

Projects stalled again as I have been helping friends with their Stag projects. One of Rod's Stags has been a little monkey with everything we've touched biting us back. The good news is that we have eventually got the old girl running pretty well after new timings chains, water

pump rebuild and a cylinder head off for a new gasket. The previous owner had had the engine rebuilt but didn't re-tighten the head after 500 miles hence the gasket leaking and compromised. To cut a long story short what we thought was rattling timing chains turned out to be a poorly fitted water pump. which had the impeller fouling the cover. Don't ask me how! Anyway rebuilt and running well.

We turned up at our Warwickshire meeting on the 1st July only to find the pub shut! Nice of them to let me know. We hastily went back to a previous haunt a couple of miles away and they looked after us very well. Concensus is to move back there. Watch for further information.

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

Tony and Di

DIARY DATES

WARWICKSHIRE –NOTE - UNDER REVIEW – check with Tony and watch for emails regarding possible change of venue.

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.

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

August

- 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 22nd-24th-– Silverstone Classic
- Saturday 24th – Gloucesters Goes Retro
- Monday 25th – Pershore Plum Festival Classic Car Show

September

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

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

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

WORCESTERSHIRE

Our June N&N was delayed because many of us were on our Stag Summer holiday (see separate report). The meeting was generally taken up by reminiscing about the recent holiday, but we also had time to celebrate Robin's birthday with a cake.



For our July meeting we were expecting numbers to be down, they usually are in July with members going on holiday, but we did manage a healthy number of 18.

July is going to be a busy month with an event each weekend, starting with the Highnam Court show, then National weekend and finally MacMillan afternoon tea at Christine and Tony's. But we started with a report from Michael and Ellen on their experience of driving over to the ESM. They clearly had a good time and met some nice people. They drove over 1800 miles, and their car behaved impeccably. Well done Michael and Ellen.

It is sad to report that one of our long standing members, Ian Frost, has passed away after a long illness. Many members outside of our group will know Ian, he was an active member and was involved with the Stag forum. His funeral is arranged for the 17 July.

Our August N&N is at The Fleece Inn, Bretforton. Please note we will be starting at 18:30.

DIARY DATES

- 7 Aug - N&N The Fleece, Bretforton, Nr. Evesham
- 25 Aug - The Pershore Plum Fayre
- 4 Sept - N&N The Oak
- 7 Sept - Malvern Village Fete
- 2 Oct - N&N The Oak
- 17 - 19 Oct - Murder Mystery weekend
- 1 Nov - Saturday, Breakfast 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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SOUTH BIRMINGHAM

Noel's Notebook

Well July got off to a cracking start with a very well attended N&N meeting on the 1st July. Eleven Stags on the carpark their drivers and six partners all enjoying a very sociable evening. All the more perfect as the weather was good to us and the free sandwiches provided by the landlord were truly excellent. We could not ask for better!

Everyone agrees that our new venue (The Fox Inn, Chaddesley Corbett) is proving to be a vast improvement from our previous one. It had become increasingly unsuitable because changes to interior layout resulted in very cramped conditions that adversely impacted on our meetings.

Brian, Gary and Jane, and I went to the Family Day event at Highnam Court on the 5th July. After taking a wrong turn and turning round we finally found the entrance to the site. Wow! what a superb venue. A privately owned estate with huge manicured garden. There were 320 vehicles at the event including 34 Stags. Christine, bless her, brought along her usual array of cakes that were clearly up to normal high standards. Thanks Christine.

A truly great day out browsing the the large variety of vehicles on show and the various stalls, listening to the live music and othershows including Punch and Judy and wandering the gardens. Something for everyone. Even bouncy castles and round about rides for the kids. The event also included a free cream scone and glass of champagne.

The Shelsley Walsh Classic Nostalgia event takes place on Sunday 20th July and there are 13 cars currently booked in. This is enough that Scotty has managed to to secure a club space that means all 13 can park up together. Well done Scotty.

Lets hope the weather remains good during August so we can continue to enjoy driving our cars and the meetings on offer.

DIARY DATES

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

SOUTH BIRMINGHAM AREA WEBPAGE

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

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SOUTH CHESHIRE / NORTH STAFFORD

OUT & ABOUT

NORTH EAST

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NORTHUMBRIA

We were sorry to hear that a large 4X4 ploughed into the passenger side of Roger & Sheila's 'one owner since new' brown Spitfire – luckily neither were hurt but it was a huge shock for them both. Roger quipped that this wasn't the way he intended to replace the slightly rusted valance. All major body work should be completed in a few weeks and in the meantime we have seen more of their honeysuckle 2000 Mk2.

On 15 June members enjoyed a lovely 90 minute drive from Stannington through Northumberland countryside via Redesdale to Kielder Castle where we were joined by several TRs from TR Register; Alex, the Manager Forestry England, gave us all an enthusiastic 20 minute talk about forestry in Northumberland and the Grade II listed Kielder Castle (which was only used as a hunting lodge by the Duke of Northumberland and his guests for one month of the year); we had permission to park on the grass directly in front of the castle and had coffee & sandwiches outside on picnic tables; then visited the preserved Victorian railway viaduct, built in 1862, the only remaining viaduct made from skewed stone arches in a helical pattern (!) We were 10 Triumphs, but only 5 (6 members) from SOC – some were discouraged by the weather forecast although we had fine top down weather for the visit and for most of the return journey!

The weather forecast, and maybe also the distance, caused many of our Northumbria members to eschew our long planned meeting at the Lingholm Estate in the Lake District where Beatrix Potter wrote Peter Rabbit. To be fair, it had been wet the day before, but on the day of the meeting the sun came out for 14 Stags, one TR6 and Roger & Sheila who drove all the way from Whickham on the day in their 2000 Mk2 to park up on the manicured lawn in front of the Grade II listed mansion. Purely by chance, and spotted by Andrea, there was also a most unusual spectacular row of 8 alternate blue and white Stags (see photo). We received a short talk on the lawn



about the history of the Estate, the story of Beatrix Potter and the Estate improvements by the new owner, the Seymour family, whose daughter welcomed us. Peter Jones had done a great job advertising this, our very first truly inter-Regional event, in the magazine; as a result we were delighted to meet David Haughton and several members with fine looking Stags from North Lancashire Area who had made a weekend of it – not to mention Mike and Ian & Christine from Durham & Cleveland, one member



Northumbria, Durham & Cleveland, North Lancashire Areas and members from Cumbria at Lingholm in the Lake District

from Harrogate and four members with fabulous Stags from Cumbria; namely Patrick Elliott (who we last saw at Haughton Castle) together with David Meagan, Chris Crewdson and Chris Veevers. The grounds, the alpacas and the octagonal walled garden (the inspiration for Mr McGregor's garden in The Tale of Peter Rabbit) were a pleasure as was the fabulous café where we had reserved outdoor tables. It was notable that all of this didn't cost us a penny – and following conversation with Chris Veevers who has other classic car interests we may be able to do something jointly with him and his friends in 2026!

Our next inter-Area meeting will be to Windlestone Hall on 17th August. We look forward to seeing more of our newer members and those members who we rarely see, discussing your trials & tribulations and improving our line-up. It's your club - let us know if there are things you would like us to do.

DIARY DATES

- 17 August – 16th century recently restored Grade 2 listed Windlestone Hall - once the home of a prime minister and used as a WW2 PoW camp – coffee, scones and tour by owner – joint visit with D&C and West Yorkshire Areas
- 7 Sept – drive to 18th century Hesleyside Hall 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

CLEVELAND & CO DURHAM

At Barnard Castle in June the stags were in the shadow of a very special newcomer in the shape of Chris Hodgson's recently acquired 1936 Triumph Vitesse 14/60 Saloon, which he brought along to surprise us all. Only 20 Vitesse models are thought to have survived, with just 13 of them retaining their original bodywork, so it is exceptionally rare and, as such, created a lot of interest with Chris kept fully occupied answering questions and opening the doors and bonnet. The show itself followed the usual format including the customary drive to Middleton in Teesdale and back before parking up in the school grounds for the afternoon. Unfortunately, this was the first time this show didn't enjoy glorious sunshine all day and we did have a few short showers to force us all to erect hoods.



The following week we joined up with TR Register Cleveland at Middleton Tyas before driving across the A66 to meet up with their Cumbria area at Brough for a drive to the Lake District. The route took us up to Middleton in Teesdale, then passed High Force for a picnic stop, continuing on to Alston. The plan was to carry on to Penrith for a refreshment stop and then on to Ullswater. Unfortunately, the police had closed the road at the top of the Hartside Pass due to a serious accident involving two motorcycles. That meant turning around and re-tracing our steps to Alston for refreshment before setting course for home. Thanks to Jonathan and all the TR members for inviting us along to share their day.

Into July and on the 6th we had two stags, Ian and Christine, and I went over to the Lingholm Estate, near Keswick to join Roland for his specially arranged visit. We had privileged parking on the lawn in front of the house after entering a secret code to open the access gates, then we were free to walk around areas where the public are not normally allowed. Thanks to Roland for making all the arrangements, you'll be able to read more in the Northumbria area pages.

DIARY DATES

- Sunday August 17th Windlestone Hall with Northumbria. Former home of Prime Minister Anthony Eden, includes tour with present owner.

Mike & Brian

Mike Reeve
Tel: 01642 710101 michaelreeve121@btinternet.com

WEST YORKSHIRE

The report of our trip to the European meeting Nuremberg and our journeys from there back home are in the separate report on the European meeting in this magazine.

OUR MONTHLY GATHERINGS

Nestled in the picturesque countryside, the Balne Vintage Rally has become a must for us in West Yorkshire. What started as a modest local gathering is blossoming into a spectacle, known for its welcoming atmosphere and impressive array of classic machinery. Rows of immaculately restored tractors, gleaming motorcycles, and classic cars.

Balne is not simply a static exhibition; it is a lively celebration of working heritage. Visitors are treated to live



Best club in show award

demonstrations of agricultural equipment, steam engines hissing and clanking as they would have in times gone by. The sense of community at this event with children, wide-eyed and curious, can be seen clambering into cabs or watching threshing machines in action, gaining a hands-on appreciation for the mechanical marvels that once powered rural Britain. Traditional fairground attractions, local food stalls, and live music ensure that the event is as much a social occasion as it is a motoring showcase.

Few venues can compete with the grandeur of Castle Howard. The approach to the event is itself an experience, as classic cars wind their way up the driveway, their reflections shimmering in the ornamental lakes. Set against the baroque splendour of the house and its sprawling gardens, the annual motoring event here feels less like a car show and more like an open-air gallery.

The display spans automotive royalty from every era—elegant Rolls-Royces from the interwar years, rakish Jaguars of the 1960s, and even the odd supercar, which seems almost shy amid such heritage. Each vehicle is meticulously positioned, allowing visitors to admire not just their lines and lacquer but also the landscape in which they reside, as if the cars themselves are part of the estate.

Castle Howard's event is distinguished by its sense of occasion. Concours elegance competitions see owners and judges scrutinising every detail. While our club hold our annual candelabra Father's Day event and picnic in the gazebo flanked by notable cars and clubs alike. Guests to the show seem to be amused and in awe of the effort our members put into this event. Even the show organisers are so impressed as to award us with the best club in the show plaque.

As midsummer light bathes the historic market town of Beverley, its cobbled streets host a motoring event that is as much a festival as it is an exhibition.

Vintage motorcycles line up beside family saloons, while American muscle cars rumble through the crowds, captivating onlookers with their size and sound. The event embraces diversity, extending a warm welcome to newer classics alongside pre-war antiques—an approach that fosters lively debate about what constitutes a "classic" in the ever-evolving world of car collecting.

Music and food, from towns' pubs enliven the proceedings, while parades of people snake through Beverley's historic heart and, clutching ice creams from one of the many vendors, the public have an up-close encounter with motoring history in motion. The Midsummer Classic is the sort of event that leaves the crowds with smiles and perhaps a little sunburn from the summer evening. It is both a showcase and a celebration of Yorkshire hospitality at its finest.

The stately Carlton Towers, with its fairy-tale turrets and sweeping lawns, provides a fitting backdrop for one of East Yorkshire Classic Car Club's most refined car events. With carefully curated displays of prestige marques and rare finds.

Carlton Towers' event distinguishes itself with its attention to detail, from the presentation of each vehicle to the bespoke hospitality offered to guests, and private tours of the house often accompany the display, of photographs of royalty that have visited and stayed at this example of Augustus Pugin's crucial role in the Gothic Revival details of the home of Lord and Lady Gerald Fitzalan Howard. After this event, as it was close by to one of our favourite dining haunts, some of our group continued the afternoon with lunch at Drax Power Station's Social Club, as past write-ups in our reports take some beating and is well worth a visit if you're ever nearby

Wayne Day
Email: westyorkshire@stag.org.uk

NORTH YORKSHIRE

Relaunch of North Yorkshire area.

The North Yorkshire area is relaunching with a Sunday lunch on Sunday 12th October 2025.
Further details to follow.
All welcome, booking will be required for the lunch

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



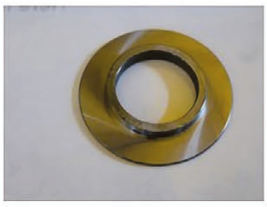
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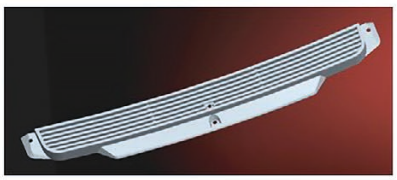
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SOCTFL parts and panels should be available from all the major specialist suppliers

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

Our busy season continues at a pace and as in last month's scribblings, we have experienced quite a mix of weather.

Lymm Vintage Festival on 22nd June started a bit damp but improved for most of the day, before becoming wet again around closing time. This did not stop the local residents turning out in large numbers to view the parade of classics through the village or coming on to the show field. Our club space this year had room for 8 cars, and we had a steady stream of interest in the good collection on show. The best news of the day though was the award received by Adrian, his Stag winning "Best 1970s Car". His very smart burgundy leather upholstery and some nicely polished metal under the bonnet, as well as his efforts with the polish, really must have caught the judges attention! The kind invitation from Simon and Claire to attend a post-show BBQ at their house was accepted by most of us and very much appreciated. The only disappointment on the day was that a strong wind prevented the ladies from lighting the candle on my birthday cake….. although Lyn's effort in the kitchen were certainly enjoyed by everyone.

From 26th to 30th June five cars from our area took a trip across the Irish Sea to join the Celtic Classic organised by Scenic Tours. Adrian and Sue had booked to go on this trip but had to pull out at short notice, so Lyn and I gracefully and gratefully stepped in to save the space



going to waste as we had not been in a position to book it when originally planned. Our base was in Londonderry and was a well organised event featuring trips out to The Giants Causeway, Belfast and "over the border" to Malin Head. We certainly were made welcome by locals and enjoyed exploring an area of GB that was new to most of us. Further details will appear in a separate report published soon, hopefully, but I can confirm that we did the obvious sampling of the Guiness and Irish Whiskey. I can also confirm that all participants and cars behaved themselves, except for a minor issue when my speedo needle started swinging about more than usual and the odometer stopped turning. This problem only lasted for a day or so and then returned to normal, so the issue is now covered on the principal of "If it ain't broke – don't fix it".

During the last month I have also had our Stag out





on Prom duty, transporting a friends grandson on his big night out. Sadly, the evening turn out to be pretty wet, but the rain eased just as we approached the venue, so the top was quickly dropped so he could look "cool" on arrival - all part of the fun!

Lyn and I, along with several Stag people from the region had the opportunity to pay our respects when attending the funeral of John Harrison on 17th June. A low-key affair but a privilege to be able to attend and say goodbye to a friend.

I had another trip to Southport a few weeks ago, to take Ralph Jane (of High Peak Classics) out for a short Stag run and a pint ago.It turned out to be the last one up that way as he has finally been discharged home after over 6 months in the care of the NHS to continue his recovery at home. We all send our best wishes to him and Sam and will continue to keep in touch to keep encouraging him through his next stage.

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

Regards, Nick

DIARY DATES

August

- Sat/Sun 2/3rd Hebden Bridge Vintage Weekend
- Sunday 10th Meeting at Vera's for a garden party
- Sat/Sun 16/17th 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 from Denbigh

October

- Sunday 12th Meeting Rixton Community Hall 4.00pm

November

- Sunday 9th Meeting Rixton Community Hall 4.00pm
- Sunday 30th SOC National AGM at Gaydon

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

NORTH LANCASHIRE

This month July we don't have a N&N instead we have a short run of about 1 hour to a restaurant. Our meetings are normally the 2nd Tuesday of each month but as we have been away for the weekend at the Lingholmne estate we have moved this event back 1 week to the 15th . We are having the run to the Ribchester Arms and I will report on it next month.

In June we had a busy month, on the 1st we attended Heskin Steam Fair followed on the 8th with a visit to Slaidburn Steam show both of which I reported on last month. Since then:-

On the 15th we had our John Whittaker run we had 7 stags on the run which took us from Clitheroe onto Blubberhouses then over the moors on quiet roads to the Toft Gate Barn near Pateley Bridge for our coffee and cake stop, normally a good location but the weather was warm and sunny, it was Fathers Day. They were run off their feet and struggled to cope but we had a good laugh anyway. After our stop we travelled on quiet country roads down the River Wharfe then over the moors to Settle and finished the day at the White Bull in Gisburn and were joined by another 3 members for an early evening meal after which we went our different ways home A good day was had by all.

On Thursday the 19th we had a run to a regular car show which takes place on the 3rd Thursday of each month at Bridge House Farm in Wray they have a barbie and a bar the wild boar hot dogs were excellent 10 members in 5 Stags attended and enjoyed the very sunny day.



On the 29th we attended Burnley classic car show at Townley Park. Another sunny day with 5 Stags 10 members attending.

We then get to the weekend just gone. Roland Tate and the Northumberland Area had organized a trip to the Lingholme Estate, I will let Roland write about it and put the pictures in but thanks to them for organizing the event which was next to Derwent water in the Lake District. The North Lancs contingent decided to make a weekend of the event. Travelling up on the Saturday was 4 Stags with another Stag joining us on Sunday, At 11:00 on the Saturday the 4 Stags met up at J36 on the M6 for a scenic run through the Lakes to our Hotel on Bassenthwaite, we had planned on going to the south lakes then travelling on quiet roads to where the Hard Not Pass and Wrynose Pass join up going down Wrynose and over the Langdales for our afternoon break, this route has very narrow roads sometimes with grass growing down the middle and only just wide enough for 1 vehicle, needless to say we met a delivery van coming the opposite way. He did an excellent job of reversing about 20 metres to a field gate but even then there was only a clearance of about 2" (50mm) either side of the stags to get through, anyway we all made it, the next problem was after a couple of miles of these roads we came across a road closed sign no warning beforehand, 4 stags reversing a mile or so to somewhere to turn round was a nono we found a farm after about 1 mile where we could turn around, and find a different route to our Hotel. We used the Ravenstone Lodge Hotel which was excellent and the food was superb. The next day 2 more members in the 5th Stag joined us for breakfast and our Trip to Lingholme. We all had the tops down, a decision made by all the ladies, the party clouds covered the hills and it was not sunny, the rain was only forecast for later, a good time was had at the estate with time to have a chat with other members and use their cafe and walk some of the grounds before we set off for our afternoon drive to Silloth on the Solway firth before returning to our hotel for another excellent meal, the tops stayed down all day and we finished with a drink in the grounds of the hotel in sunshine. Monday was our trip home we decided to travel via the Solway Aviation Museum, what a good decision it was, there are multiple military aircraft on display as well as static displays telling the story of the cold war and its weapons. The Canberra was open for visitors to get into the pilots seat as was the Vulcan with timed parties of 4 people at a time being allowed in to the cockpit and there was a volunteer inside to give a talk and answer any questions while you were in there, I would recommend a visit to anyone travelling up around there, It is located on Carlisle airport. We finished the weekend with a long run home on quiet roads with a stop for coffee and cakes at Dent Heritage centre. The consensus was what a good weekend we all had.

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton
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NORTH WALES

A number of Stag owners, including three Area Coordinators, attended John Harrison's funeral on 17th June. His knowledge of the Stag, and practical help, will be sorely missed.

Further to the problem with my daughter Jo's Stag, I was able to confirm that the fuel pump had failed, the points were well burnt. Superficial cleaning only provided a short-term relief, so a replacement pump was ordered. This was duly fitted and provided us with a trouble-free run to the show at Hoghton Tower on 29th June.

With having been away for two separate weeks (stagless), the only other outing my car has had was to attend the monthly North Wales get-together at Northop Hall. This was sparsely attended this month due to several members being in the west of Ireland.

I have booked a stand at Tatton Park on Saturday and Sunday 16th/17th August. Please contact me asap if you want to go, as I fear our sparse attendance in recent years may result in our not being able to get a pitch in the future.

Of the other shows this year, I understand that the North Cheshire Car Club's event at Claremont Farm in August has been cancelled due to lack of volunteers to run the show.

DIARY DATES

- Sun 17th August Tatton Park
- Sun/Mon 24th/25th August Capesthorne Hall
- Mon 25th August Prestatyn
- Sun 31st August Arley Hall
- Sun 21st September Cholmondely Castle

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
Mobile: 07766 696393 northwales@stag.org.uk

OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

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

WEST OF SCOTLAND

June 28th & 29th was the Moffat weekend, as usual this is a really popular show with lots of different cars to see as well as the lovely run on Saturday. A few of our members joined in with the Saturday run which included challenging hill climbs and twisty roads, just perfect for the Stags. Sunday is the main show day and always gets good attendance with visitors.



We are always lucky to have the same prime space each year which is right next to a public entrance, this means we are one of the first stands people see when entering the field. We were so fortunate that we had a fantastically hot sunny day since the days leading up to it were wet and wild. The car entrance was really muddy due to all the rain but by the end of the day the field had dried out beautifully. Great attendance of Stags and always good to catch up with our members.



Glamis is our next outing and at the time of writing this we are back to torrential rain and winds. We are keeping everything crossed it changes back to at least dry for the show .

Meetings are held on the 1st Tuesday of each month at The Redurst Hotel , Everyone welcome

DIARY DATES

- Biggar 17th Aug
- Scone 13th & 14th Sept

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

EAST OF SCOTLAND

The idea has been suggested of an outing to the National Museum of Flight in East Lothian, along with the Northumbria group. Maybe the museum would allocate a separate parking area for Stags. It's a great place, with exhibits ranging from airship construction to Concorde. This would probably be next spring - if anyone is interested in principle please let me know so that we can judge whether or not it might be a goer.

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

Kilbroney show in Rostrevor, County Down is one of the largest shows in Northern Ireland and always a popular one with our Stag Owners Club members. This year it was held on Saturday 21st June and despite some sickness, both members and cars, we managed to put on a very respectable display of eight Stags.



At the Kilbroney Show

Weatherwise the day turned out to be one of the best we have enjoyed at Kilbroney for many years and the crowds were certainly enjoying both the cars and the sunshine.

Many thanks to those who supported us and especially those who helped me with setting up and clearing up on the day.

Due to holidays, only three cars were able to attend the Clontibret show on Sunday 6th July in County Monaghan. Unfortunately Moffett Gray's Stag suffered a cracked windscreen on the way back from Kilbroney so he substituted his beautiful MGB Roadster. At least it came in useful for supporting our SOC Banner.

DIARY DATES

- Sunday 10th August - Moynalty Steam Threshing Festival, Kells, County Meath
- Wednesday 13th August - Monthly Meeting in Ballymacbrennan Old School Hall, Saintfield Road, Lisburn at 8:00pm
- Sunday 7th September - Run to Bangor Walled Garden and Museum
- Wednesday 10th September - Monthly Meeting in Ballymacbrennan Old School Hall, Saintfield Road, Lisburn at 8:00pm



At the Kilbroney Show


At the Clontibret Show

Keep watching the group WhatsApp and Emails for further details.

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

GRAMPIAN

The Rally season is going well with great weather so plenty of hoods down running. A few of us have had some repairs done, timing chains, cam followers etc but all well now. Les Angus has totally restored my last Stag which I owned for 13 years and sat in a damp garage for eight years and suffered the tin rot. It is now looking beautiful but will soon be up for sale as he is emigrating. Anyone interested let me know and I'll put you in touch with him.

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

WILTSHIRE

And the Top Down weather continues

This month saw our Pride of Ownership event being held, unfortunately, due to breakdowns, illness and holidays we only had five Stags to choose from. We were helper in our judging by two guys from the adjacent Travel Lodge, who came across to admire the cars. Bolstering our numbers were the Harmans's Rebecca and Nick, who brought along their Old English white Stag for the first time,

So the results were, best Wheels Peter & Judith's Stag, best Interior Robin &Mary, Best Under Bonnet (Hood) Robin & Mary, Carol & I won best boot and the Best Stag of the evening went to Rebecca and Nick's Old English Stag… well done to all



A quick update on the health of our cars, Ray's is back on the road, Nick's is still waiting the appointment in the garage, well John Goff's is pretty dire, having had



his engine rebuilt around 3 years ago, it appears that some thing went through the engine, damaging pistons, the bore, and journals on the crank, so some serious Engineering work has been required, and he's hoping the engine will be ready to rebuild this week.

The other highlight of the past month was the Family day at Highnam court, held on Saturday 5th July, of the 300+ classics that were expected, Wiltshire SOC were expecting to provide six Stags, unfortunately, again due to sickness and breakdowns only three attended, but all three owners and partners report having a fantastic time, the cars, the grounds, the entertainment and the cream tea and fizz, which was included in the entrance fee. A really great day out. There were in excess of 30 Stags on site, from Worcestershire, The Cotswolds and Wiltshire.

We look forward to the Somerford show on Sat 9th, a small agricultural show with some classics, we enjoyed a great day out there last year and planning for our trip to Wales in late August is underway.

Our meeting in August will involve meeting early at 19:30 at the Milkchurn SN12 6AD for a one hour run out



At Highnam Court

to a pub for drink and a chat

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

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

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

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

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

WILTSHIRE AREA WEBPAGE

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

Glyn James

Tel: 01367 810569 wiltshire@stag.org.uk

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.

As part of our meeting this month we anticipate celebrating the 20th anniversary of our hosting National Weekend at Prescott.

A rare hassle-free run in June followed by lunch in the lovely Fleece Inn at Bretforton preceded a busy July. Many thanks to Mike Hutchinson who kindly arranged a visit to The Traffic Group which designs and manufactures much of the traffic management systems, both permanent and temporary, that you encounter when driving. Mostly programmed by installers for automatic operation, some roadwork systems may be over-ridden from a central control room. All clever stuff with a very impressive in-house production process and should you wonder why you spend a lot of time holding at red when there's nothing to go, blame Highways or the local council!

Another lovely day at Highnam Court for Family Day with Stags from numerous Areas being the most represented marque, despite not all the 30+ booked in making it it on the day. The organisers greatly appreciate the Classic car presence which is a major part of the event. I was pleased to catch up with local member Peter Muir - later frustrated by a non-starting Stag swiftly diagnosed by Mark as a dirty connection in the inertia switch. They do need to be maintained internally!

STAG TOURING

A trouble free trip to Normandy for John and Teresa



and extensive Yorkshire exploration via Cheshire for Mike and Hilary, marred only a jammed boot lock/latch and failed speedo drive.

Thus proving once again that the majority of Stag issues are down to the parts which are affixed, with two electric fan failures, ill fitting new power steering hoses and a failed power steering pump being recent irritations.

Where will you take yours

PERSHORE CLASSIC CAR SHOW Monday 25th August

Pre-booking for display is now closed but attending as general public is, contradictorily, free.

NEWENT CAR AND CLASSIC Sunday 7th September

A fairly new show organised by Newent Rotary and held at Newent Cricket Club, might this grow to replace the now defunct Tewkesbury event?

Details and booking at www.newentcarandclassic.co.uk

ROUTE 77 Sunday 7th September

Approximately 77 miles of hills and vale commencing with bacon roll and hot drink, also including coffee stop, lunch and route pack. £65 for car and two people - good fun and well organised in the past. Details and entry via email to: route77@severnvale rotary.org.uk

For those not on our weekend away, the following may appeal:

KATE'S COTSWOLD RALLY Sunday September 14th

A classy event with designated route and refreshment included, details will be made available after registering your interest at cotswoldrally.com

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!

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

DIARY DATES

Not a guarantee of Area attendance

1st - 3rd August Vintage & Country Extravaganza, South Cerney

Saturday 23rd August Gloucester Goes Retro

Monday 25th August Pershore Plum Festival

Sunday 7th September Newent Car and Classic

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

OXFORD

See their report on their trip to the European meeting, and what they did afterwards in the ESM section in this magazine

DIARY DATES

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

SOLENT & NEW FOREST

It was around 18 months ago that the venerable 11AC alternator gave up. I thought that if it was being changed, I may as well go for the upgrade, and so in went the Lucas 18ACR. Of course, this month the legendary Joe Lucas reliability made itself known as the charging light started flickering on. My aching back told me that this time I should make it more accessible while I'm at it, so a relocation kit was ordered, along with the





new (not Lucas!) alternator. Fitting proved to be straight forward, although it turned out that my shiny alloy header tank was no longer viable as the outlet was now in the wrong place. A new, modified one was ordered and duly fitted. This 'quick' job was getting expensive! However, it all proved to work well, and hopefully, problem solved.

Our run this month was once again organised by Jo and Phil, and on a bright Sunday morning, twenty cars, sixteen of them Stags, arrived at Park Gate to start the route out across the Mean Valley and on to the South Downs, where a welcome stop at the top of Butser Hill in the café there gave us a break and a chance to see the view while enjoying a coffee. Phil managed to head off a potential problem on us leaving the car park, as it seems that the ANPR is use there doesn't recognise classic black and white number plates!

We then continued on to Rake Hanger, where our host, Tony, was again waiting to welcome us into his house and garden for our afternoon picnic on his terrace, and we could then peruse his rather nice car collection. Once again, thank you to Tony for allowing us to visit.

Later in the month, around eight Stags took up the invitation of the TR register to join them at their monthly meeting at the Sir Walter Tyrrell pub in the New Forest. Again the weather was kind to us and we had a great evening.

A day or so later I got a message that on leaving, my brake lights didn't seem to be working. On inspection, it turned out that my brake light switch had undergone a 'rapid unscheduled disassembly' (Thank you Elon Musk for that phrase!)! Getting under the dash to change it proved surprisingly easy. Getting out again was another matter entirely! Hopefully not to be repeated again soon.

There was a good attendance at the monthly meeting, with nine Stags in the car park, taking advantage of this fine weather. We welcomed another new member, Steve, who has just acquired his Stag, after it sat in a garage for 30 years! We pointed him in the direction of Paul at Stag Classics to sort out the engine, so hopefully it won't be long before he joins us on the runs.



DIARY DATES

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

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

SOLENT & NEW FOREST AREA WEBPAGE

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

Ian Knight
Mob: 0790 4022781 ianknight.stag@gmail.com

THAMES VALLEY

A couple of events to report on for this month, firstly three of us attended the Woodley Carnival event, a smallish selection of different vehicles were on display, as well as the three of us from the club three more Stags were also in attendance. All monies raised went to support The Air Ambulance .

The second event was the Yattenden Classic Vehicle Day of which there were in excess of 500 entries. Again three of us braved the scorching temperatures but the discomfort was well worth it, this is a well attended meeting with all funds raised again going to help The Air Ambulance.

A call out to anyone who may be interested in attending the Swallowfield Show on either the 24th or 25th of August, please note entries must be registered by 16th August.

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

David Yapp
Mobile: 07970 059716 TVstags@hotmail.com



OUT & ABOUT

SOUTH EAST

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SOUTH EAST LONDON

Well, we survived our trip to Warwickshire!

We had 6 Stags in total plus one Lexus – not sure that counts! Chris & Zoe, Mike & Helen, Mike & Anne, Harry & Winnie, Paul, Geoff & myself. It was a good mix of people ages and abilities, and Studley Castle proved to be the ideal location to be our base for a few days.

Rather than drive up in a convoy as usual, this year we all made our own way up to our destination. This meant that everyone could go at their own pace and didn't have to worry about getting to a meeting point beforehand and could arrive when they wanted too. This freed me up to go the other way around the M25 to most of the gang and saved me quite a few miles of driving in my less than 100 % fit Stag. Due to Warner Hotels weird and wonderful booking system Geoff and I were unable to stay with the rest of the gang on the Sunday night, but we were able to pop up to the hotel and join them for the evening meal and entertainment, which rescued the evening for us.

First day out, Mike, Anne and Paul decided to stay at the hotel and explore there, whilst the rest of us went off into Stratford-Upon-Avon and took a nice leisurely boat trip on the river, had lunch, then went to a butterfly farm which was amazing. Some fascinating creatures in there (aside from us!) as well as the butterflies, there were - to name a couple - Iguana's and leaf cutter ants. Neither of which were in tanks and were almost as free to roam as we were. For the ants, they had a clever set up with an overhead rope snaking across the ceiling in one of the indoor rooms with each end being in a different tank. The ants were traversing the rope back and forth between the two tanks with various bits of leaf while we walked under them.

Lunch that day was interesting for Winnie and I. We all went to a tea shop and ordered cake and cream teas etc. We had both gone for the scones, and both discovered ball bearings in our scones! I know we are a car club and generally speaking, mechanically minded, but this was taking things a bit too far! After suitable polite complaints were made to the staff, all of our food was on the house, so it was a cheap lunch all round in the end!

The next day we headed off to the centre of Coventry. Chis and Mike managed to sort out parking for us right outside the front of Coventry Transport Museum. It took a bit of arranging as this bit of ground it turned out, belonged to Coventry City Council, and not the Museum. This opened up the issue of Risk assessments and between Chris, Mike and the WhatsApp group, we managed to cobble something together that the Council were happy with, and permission was granted in a few days, rather than the usual (I think), 30 days. So well done to our local area management on that one!). What we didn't find out until we parked up was that this was also the hangout for the local drunks! Thankfully no damage was done to the Stags while they were proudly displayed outside, although the odd fingerprint was found on paintwork when we got back to them a bit later.

One Stag was missing from this outing though, sadly





Mike and Anne's Stag developed a misfire en-route to Coventry, so they turned around and unfortunately had to spend a second day at the hotel. To put a positive spin on it, they did successfully get back to the hotel!

After leaving the Museum, and a short stroll to visit the cathedral we headed of to visit the Standard Triumph Memorial. It seemed a little emotional (to me anyway) that our Stags had returned to the place of their 'birth' all these years after they first left.

We got back to the hotel and a fair number of us spent the remainder of the afternoon poking around under the bonnet of Mikes Stag in the hope to fix whatever was causing the misfire and lack of power it was experiencing. We spent a few hours tinkering, but didn't manage to affect a full repair, although it seemed to be running a little better than it was before. After sleeping on it Mike and Anne made the sensible decision not to attempt the long journey back and were eventually transported home car of the AA.

I nearly didn't take my Stag on the trip at all. When we booked this earlier in the year, I fully expected mine to be in bits by now, and on the way to its restoration. It also has an ongoing coolant pressurisation issue so it was a bit on the back foot for a 150 mile journey to Warwickshire, but I took the chance and with some careful coolant management it made it and was running very well. It was getting a little warm on the motorway sections and I had to turn the heater in the car on full blast, which is never pleasant on a blisteringly hot day, but it did the trick! It certainly needs some TLC. My return trip was via a few days visiting my dad in Somerset so the final leg of my journey was a big one. I nearly lost the radiator bung at Fleet Services on the M3. I dropped it and it rolled about 8' under the car, out the other side and half way across the next parking space. After a 5 minute panic, crawling under the car, and feeling all round the engine bay to see if it had lodged itself somewhere I walked around to the drivers side of the car resigned to the fact that I had dropped a right clanger when I spotted it sitting there on the tarmac. The carpark was busy, but I think no one wanted to park next to a car with the bonnet up so the spaces either side of me were empty. If someone had have parked there I would have joined Mike & Anne's mode of transport and called the AA! I can tell you I was very glad to get home!

I was very much looking forward to the N&N this month (3rd July). I was hoping for a good number of Stags turning up so I could take a photo for this article, but fate conspired against me and atrocious traffic around the Dartford crossing and surrounding area meant that I ended up waiting at home for a plumber who never turned up, so I didn't get there myself.

Best wishes to you all, Dave H.

DIARY DATES

- 7th August - Monthly meet at the Bo-Peep (BR6 7QL)
- 10th August - Motors by the Moat - Leeds Castle (ME17 1PL)
- 17th August – Classics at Penshurst (TN11 8DH)
- 21st August – Meal – Planet Spice (Croydon CR2 8JT)
- 4th September - Monthly meet at the Bo-Peep (BR6 7QL)
- 7th September – Edenbridge show (TN8 5PL)

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SURREY

Hi all, its been perfect weather for the Stags recently hot and sunny hope you have all been enjoying it I know the Surrey group have it all started with a BBQ with Keith and Sue where we all parked up in the field next to their house, we had sixteen stags all in a line a very impressive sight with nothing but green hills and fields as a back drop. There was a large marquee as a shelter for the food tables because it was really hot. On the day I think we counted thirty members plus half a dozen of their neighbours, most of us had bought various salads and deserts with us to help out with all the work that goes into planning something like this but Keith and Sue supplied all of the BBQ and so many of the desserts it seemed wherever you looked there was food, I'm sure they could have fed double the numbers on the day. The day went so fast with great company, wonderful food and perfect weather we couldn't have asked for anything else. So thank you so much Keith and Sue for making it a very special day.

Our monthly meeting at the Fairmile was another great evening with new members joining us for the first time, again it was a very warm evening so it always helps with getting members out, the field that we are allowed to park on was very busy with all the Stags parked up together it often brings attention for people in the pub that like to ask questions which we are always happy to answer. It was a great evening looking forward to the next one.

We also had a meeting with the Stags at the care home where my father and father in law are now, we have done it for last couple of years, the residents look forward to the day and enjoy talking to the members about their cars



Surrey area BBQ

and often say we had one of them a long time go. Thank you to all those that managed to come on the day.

Just a quick note about our Christmas Dinner at the Thatchers Hotel East Horsley, It was booked for the 29th November but then we were told that the Stag Owners Club were having their AGM that weekend so we changed the date to the 6th December. I've been informed today as I'm writing this report that the AGM has now been set for Sunday the 30th November at Gaydon, it's one day event just like last year, so now our Christmas Dinner will be back on the 29th December, we hope this hasn't confused you all to much (it has me) but we will be looking forward to seeing you all at our Christmas Dinner 29th November.

DIARY DATES

- August 10th Cranleigh Show
- August 16th Capel Show
- August 18th Meeting at the Fairmile from 7pm
- August 24th BBQ with Keith and Caroline
- September 5th-8th Warners Weekend Herefordshire
- September 22nd Meeting at the Fairmile from 7pm
- November 8th Bonfire Night and BBQ with Keith and Caroline
- November 29th Christmas Dinner at the Thatchers Hotel, East Horsley

SURREY AREA WEBPAGE

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

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KENT

June and July have been busy months for us, we have had the ESM with our extended tour of the Black Forest, Our Charity Day, Our clean car competition and now the National Weekend. Is upon us.

There is a separate report on the ESM and Black Forest. So, I will concentrate on our Charity Day and clean car competition.

Our Charity Day dawned Sunny and warm and cars started to assemble at Wendy`s house from 10.00am. This proved to be a very well attended event with at least a dozen cars and plenty of people who took advantage of the catering provide by Wendy in the form of bacon and sausage rolls, plenty of tea and coffee and a large selection of cakes. Our thanks go to Wendy, Lesley and Mary who assisted with providing the cakes and to Kieth who ran the raffle. 7 cars took advantage of the opportunity to use the 2-post lift with everything from oil changes to exhaust realignment being completed. The total raised on the day was £471 which together with the £250 raised earlier by the sale of donated spare parts, £300 from a sponsored zip wire ride by Wendy and a donation from the TR Club means that over £1000 has gone to the Pilgrims Hospice.

The following day was our re-arranged club night and our clean car competition, this was well attended with 14 cars being entered and it was a difficult decision for all with much consideration before the votes were finally cast. There was a very wide spread of opinion with 11 cars getting some votes, however the eventual winner was Phil Sivyer who had a very good night as he also won the raffle that night as well!



For information on upcoming events please see the Kent Area page on the club website.

Derek Hewett

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EAST SUSSEX

Once again in July our area report has not been printed & hopefully it will be added prior to this August report. The magazine has a target date of the end of the first week of the month for postal delivery, but it's always available online in the members area on the website on the first of every month.

The official deadline for entries for the magazine is the 10th of the month In case there is a comment to be made. The report is always posted on our web page so keep a look out on there.

We have had a good June with our meetings and have been blessed with the sunny weather. Club night was well attended where we welcomed along Richard for the first time. We discussed which day was the most convenient for our guided tour of Petworth House and we decided that 5 October was the most convenient date, meet up times will be announced nearer the time. We collected the £2ph donation for the tour from all those that attended but we still have a few vacancies if anybody else wants to join us. We had a run to Polesden Lacey(NT) for a picnic and listen to the Jazz on a sunny afternoon where we manage to get some shelter under a tree. The day went well and we will probably do it again next year. We then met up with East Sussex area for the Broyle Country Show. This show always goes down well and this year was no exception with plenty of Stags on show. We are off (well Sally and I) to Shuttleworth next for the National Day & I have a shopping list from our members for parts, lets see what we can find.

July report

We started off at Club Night and had general discussions on all things current and some not so current. Our run out of the month coincided with a change of venue for our breakfast meeting. We went to the Harvester in Haywards Heath as a comparison to Tottington. Haywards Heath , being too far for some of our members living in the west of our area, but we thought we must give it a fair trial. There was a slight variation in the menu, but we tried to have as close to what we have at Tottington. Costwise our bill was very much the same as Tottington, about £20 ph. Verdict was the Harvester was acceptable, but I think Tottington had the edge with the ambience. Following on from our breakfast we went on to Sheffield Park (nt) , good to see the gardens in full bloom. Our next outing was to Staplefield village fete and car show. We were not expecting too much from this show. But in all honesty it was quite good, we saw many friends from the past. Sally and I visited the Weald Show in Burgess Hill, we didn't take the Stag as we hadn't booked. It seemed very busy and seeing that they organised the show themselves, without the Council, they made a good job.

Bob

DIARY DATES

August

- 3 Goodwood Classic Car Sunday, breakfast meeting
- 5 Club Night at Tottington Manor, Edburton, Henfield, from 7.30pm.
- 9/10 Motors by the Moat, Leeds Castle ME17 1RG (Book on line)
- 10 Cranleigh Car Show, (Book on line)
- 16 Capel Car Show (Book on line)
- 17 Classics at Penshurst Place (Book on line)
- 23 Barns Green Classic Vehicle Meet
- 24 Sadcase Storrington Show (Book on line)
- 24/25 Hellingly Festival of Transport
- 25 Bexhill 100

WEST SUSSEX AREA WEBPAGE

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

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WEST SUSSEX

There's a point in the life of any club when people realise that change is inevitable – despite the fact that everyone is quite happy with the status quo. That was the feeling for us when our illustrious chairman, Bryan Gregory stepped down from the role he'd held for the last ten years and we all realised quite what 'big boots' there were to fill.

At our last meeting, despite the usual jocular atmosphere and the regular good humoured heckling from the floor, there was a lump in the throat of many stalwart members as Bryan signed off as Chairman for one last time.

However, we are lucky in that Gary Mountford has agreed to step up to the plate! Ably supported by existing deputy, Paul Vincent and 'fellow muskateer', Geoff Allchorn, the new chairman is very clear that the role will be a collaborative one. If we are going to maintain the high standards set by Bryan and his cohort, it's important to canvas for everyone's support as we go through the inevitable transition period. Thank you for everything, Bryan, and good luck to Gary and the team.

Meanwhile, the summer season is keeping everyone on their wheels. Recent highlights include the Broyle show which was as ever, a busy and successful event. We were lucky enough to be alongside the West Sussex contingent and there was some useful and good humoured contacts made between the two clubs.

Another great day out was a trip organised by Pete and Marion Coleman to the Newhaven Fort. Fourteen members

attended and all agreed it was such an interesting and informative tour. A personal guide had been arranged and his knowledge of the history and heritage of this unique site brought the whole experience to life.

Finally, an intrepid group set sail on an adventure to the Isle of Wight – more about this in the pages of this magazine, later.

DIARY DATES

- Breakfast meeting: Saturday, 9th August
- Breakfast meeting: Saturday, 6th September
- Hooe Vintage Car and Motorcycle show: 3rd August
- Motors by the Moat, Leeds Castle Sat/Sun 9/10th August
- Hellingly Festival of Transport Sat , 23rd August
- Bexhill 100 Classic Car Show Mon 25th August

Sandy Gent on behalf of Gary Mountford
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EAST SUSSEX AREA WEBPAGE

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

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Newhaven Fort

OUT & ABOUT

SOUTH WEST ENGLAND AND WALES

DEVON

June is usually a bit of a freeform month in Devon, and June 2025 was no exception. Given that we are the county with the longest length of road in the country it is probably no great surprise that every weekend throughout the Summer we have a multitude of car shows to choose from. In June we didn't organise a dedicated stand at any of the shows, but left you to go as you please, and looking at the reports coming in, you took us at our word.

The Dart's Farm show on Fathers' Day is always popular and several of you reported back from there, as ever the show was a sellout, the weather was glorious and plenty of money was raised for the Estuary League of Friends. If you didn't make it this year then get it in your diary for 2026, it is always on Fathers' Day so in 2026 it will be on Sunday 21st June.

There was a good turnout of Stags at the Staverton Show, although we were missing a couple who were misbehaving though! The Devon Stags were joined by our friends from Cornwall, Anthony and Sally-Anne Quick, and another Blue Stag from East Devon.

There were also reports of our Stags putting in an appearance at shows in Newton Abbott, Lynn Valley, Exmouth, Winkleigh and Trago Mills.

As our cars get used more over the Summer months we also hear a trickle of stories of faults to tackled, this month we've had a misfire that turned into 'no-fire' and a low loader trip home, a failed brake master and my own front suspension failure caused by a seized roller bearing in the top mount. As I discovered this less than a week before heading off for a tour of Brittany I have to highly recommend Chris Witor who built new top mounts and struts before my eyes the next morning in his workshop near Wookey in Somerset. Without him, the Stag would not have made it to France. I can't leave the mention of France without asking what the chances are of parking in a French hotel carpark and to come back to find another Stag parked next to you?





By the time you read this we will have had the Devon SOC stand flying the Stag flag at The Powderham Historic Vehicle Gathering in East Devon and the RHS Rosemore Vintage Weekend in North Devon, both great shows and I hope you made it to one of them.

Devon has plenty of shows to visit in August, details of the bigger ones can be found on our Area page on the SOC website. Sunday 10th August is a big day with the Exmouth Classic Vehicle Show in East Devon and the Bideford Festival of Transport in North Devon. Perhaps we'll see you there. Watch your email for details and updates.

DEVON AREA WEBPAGE

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

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SOMERSET / DORSET

I joined Paul and Mark at Eli's for the usual third Tuesday of the month classic cars meeting. Another good selection of vehicles, including seven Stags, three I did not know and did not manage to meet the owners but one I recognised that was a member's car I had not seen for some time and still did not see the owner, Clive. Sorry I missed you and hello to the other Staggers if you are members, please contact me if you want to meet or if you want more information on the S&D Area.

Our June N&N continued with lunch visits, but this time it was mid-week at The Saxon Arms, Stratton. A quiet village just off the A37 which I have passed hundreds of times without realising The Saxon Arms existed and what a great pub it is. Good menu (even mid week lunchtime), friendly staff, not too busy and the sun was shining. The pub could be worth another visit. We had three Stags in the car park and after lunch Jane and Mark joined Janet and me on the search for ice cream along the Dorset coast. Sounds like a repeat of our run home after last month's trip to Rich's Cider Farm.

Pete Dennis had offered to organise another run out on Sunday 22nd June, this time to the Boscombe Down Aviation Collection at Old Sarum airfield, just north of Salisbury, followed by lunch at a very nice pub by the river Avon. Hopefully, there should be a more detailed report from Pete later, but everyone thoroughly enjoyed the day. Many thanks to Pete for organising another successful outing. On our way to Salisbury along the A30, about 9:30am, a red Stag, followed by a white E type, passed us in the other direction and flashed us. If that was you and you are reading this, you must be a member, so Hello, are you in the Somerset & Dorset Area.

Kens mystery drive will be on Sunday August 10th, so keep this date clear in your diary. Could be useful to have as our August Sunday lunch N&N.

DIARY DATES

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

- Sun Aug 10th – Ken's Mystery Drive & possibly Sunday Lunch N&N.

Garry Martin
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SOUTH WALES

June was another very busy month for South Wales SOC. The weather has been quite kind and it is very rewarding to help raise money for charity while we are enjoying ourselves on SOC events.

The following reports were provided by the individual organisers.

June Evening Run

We met up as usual on the 3rd June 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 in Pontlottyn 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 the pub. 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). We 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 C

Rockfield Studio Tour

On Friday 6th June, Six Stags and an Audi 90 Quatro all gathered at our usual meeting place at the boating lake in Cwmbran, for a very special short run to the world famous Rockfield Recording Studios in Monmouth.

Rockfield was the world's first residential recording studios with some bands staying there for over a year making their albums!

The birthplace of so many classic songs from the 60's right up to the present day including Bohemian Rhapsody by Queen, Wonderwall by Oasis and Yellow by Coldplay (named after the Yellow Pages lying on a table in the studio as some of you may know!).



Other bands that recorded there are really too numerous to mention but include Black Sabbath, Stone Roses, Adam and the Ants and Simple Minds

Kingsley and his brother Charles set up the Studio in the early 60's and the family continue to run the farm and the Studios to this day.

The brothers relied more on intuition in building the studios rather than science. The echo chambers for example are in fact converted pig sties but they got the acoustics just right!.

Kingsley and his daughters, Lisa and Amanda, do an amazing job as tour guides full of anecdotes which we can't possibly put into print! The ladies told us that as children they played frisbee with Freddie Mercury in the Quadrangle where we parked the Stags.

Their resident engineer, Tim Lewis, provided excellent technical information during the tour. Tim is the current keyboard and synthesiser player for Hawkwind who recorded many albums there as far back as 1972.

It was amazing to see the original and new recording equipment, the piano upon which Freddy Mercury wrote Killer Queen and the actual wall upon which Noel Gallager of Oasis sat to write the lyrics to Wonderwall.

We departed after tea and biscuits and purchasing a lot of merchandise before making our way to the Lion Inn in Trellech for a great lunch and a pint.

The Studios were featured in BBC documentary, the Studio on the Farm. We all thoroughly enjoyed the experience and it is well worth visiting.

A few days after our visit we received the following email: -

"Good Afternoon, Ian

I hope you are well. All of us at Rockfield would like to thank you for coming on the tours, we have loved having you all here and sharing the history with you.

We would also like to thank all the people that put money in the donation box for the stickers. You raised £361.35 for Velindre Cancer Centre

Thanks again.

From all at Rockfield"

They are lovely people at Rockfield and raising money

for such a worthwhile charity was an added bonus.

Ian R

Highnam Court

Sunday 8th saw us meet at Magor services to attend Highnam Court with six Stags and a TVR. The weather was overcast but dry and on route we were joined by a further three Stags

and we continued on our way which I'm glad to say was trouble free. On arriving it was all hands to the pumps and the event shelter was soon erected. The catering team stepped up and we were soon enjoying tea, coffee and delicious bacon/sausage baps. The show was well attended with hundreds of classic cars spread around the beautiful gardens. If you have never been

it is well worth a visit. Many acquaintances were renewed, the weather stayed dry, and everyone had a good time. We look forward to a return visit next year.

Following our visit, we received an email saying that the Pied Piper charity featured at Highnam raised an amazing £40,500.

Terry D

Hogs Head Show

The weather was set to be damp and wet but it didn't deter 12 stags and a TVR from setting out for The Hogs Head pub at Great Treadam Abergavenny. On a Saturday no less.

This show which we have been supporting since its inception always draws a strong herd of Stags and other makes (up to about 250 this year) to this oasis in the centre of the countryside, it boasts a well-stocked pub with good pub food, Caravan camping, Glamping and on show days multiple stalls to have a peruse.

After setting up the Event Shelter a multi-idea event in itself, we all awaited our bacon Butties cooked by our own Chef's (members really) followed later by Sausage Rolls washed down with Tea or Coffee, whichever was your poison. The Event shelter was one of the best ideas to come out of the Club. It keeps you warm in the cold, cool in the warm weather and provides a debating forum for curing all the ills in our world whilst sitting with friendly faces (as long as they agree with you).

At the end of the day, it seems that the Shelter comes down faster than it went up and even fits back in the bag! Everyone queues politely to leave and a really good day was had by all

Bob D

DIARY DATES

- Tuesday 5th August Evening Drive
- 18th - 26th August Pershore Plum Festival
- 22nd - 24th August Silverstone SOC
- Sunday 31st August Sunday Lunch Run
- Tuesday 2nd September Evening Drive

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

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CORNWALL

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

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

DIARY DATES

- 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. Location TBA
- February 1st 2026 - Trethorne Leisure Park lunch and bowling Launceston PL15 8QE

Mark Colton-Taylor

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WEST WALES

On Sunday 22nd June, two of the West Wales members, Maurice and myself, attended a very enjoyable Mid-Summer Car Run around Pembrokeshire, in aid of the British Heart Foundation, in our Stags. There were almost 100 cars taking part of all types and ages, but ours were the only two Stags in the convoy. Brian and Frank (West Wales members) also took part, but in their 'other' cars. Starting in the south of the county, at Sageston, we took a northward journey up through Pembrokeshire, stopping for a short while at the Shire Horse Centre at Eglwyswrw, before continuing to our final destination of Llysyfran Country Park. Unfortunately, it was somewhat overcast for most of the drive, and we kept our soft tops up all day, which was a good decision as the heavens opened shortly after our arrival at Llysyfran. So it was a wet journey home again afterwards.

The following weekend, Maurice and I met up with Clive Perman and Clive Rosser from South West Wales area to attend the Towy Valley Vintage Show at Pontargothi. What started out again as a grey and drizzly morning turned into a warm and sunny afternoon, and we were all able to put our hoods down on the Stags. It was a good show



Mid-Summer Car Run around Pembrokeshire

with plenty to see, and it was a great opportunity to use our new SOC flags for the West Wales area for the first time.

Our next event for this month was our evening drive and N&N on Tuesday 8th July. Due to a last minute change of plan, I decided to rerun a drive that we had previously done two years ago. We met up at the starting point at Penblewin Carpark at 6.30pm, and thankfully this time it was a pleasant, sunny evening, so we were all able to have our hoods down for the entire evening. This was a record turnout for the West Wales area, with 14 members (and 2 dogs) turning up in 8 Stags. The best turnout yet for West Wales. It was great to have John and Liz Rees back with us, after a lengthy period of ill health. And Clive Perman once again drove all the way down from Swansea to join us, even taking the chance on West Wales weather, as he hasn't currently got a hood on his Stag, having sent it for refurbishment. So thankfully, the sunny weather prevailed so that he was able to return to Swansea in the dry for a change.

Having set off from Penblewin, we journeyed northwards to Crymych, before heading west to Eglwyswrw, before driving over the Preseli Hills in North Pembrokeshire, stopping briefly on the high point for a photo opportunity overlooking most of the county. Unfortunately, it was a little too hazy to get the best of the spectacular view. Finally, we descended from the heights to arrive at our destination and venue for our meal, at the quirky and characterful, corrugated iron pub, Tafarn Sinc, at Rosebush, where we had a very enjoyable meal.

The final event for this month took place just yesterday, when Maurice and I from West Wales, joined a lovely day run organised by Clive Perman. Altogether, we were 7 Stags on the run with members from West and South West Wales, and we were also joined by Colin from South Wales area. It was a beautiful sunny day, and we set off from Carmarthen travelling to Llandovery for a stop at the West End Cafe for coffee and cake, before continuing to our final destination at Hay-on-Wye, where we enjoyed a spot of lunch and the obligatory ice cream. Much appreciation is expressed to Clive for organising this excellent day out (and yes, for arranging the glorious weather!), and to everyone who came on the run for your excellent company. I'm looking forward to the next one already.

We are now looking forward to some forthcoming events and shows in the next month or two, which are listed in the diary dates below, and I will be sending out details to West Wales members shortly about these, but please get in touch with me if you want further information.

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. 12th Aug. Evening Drive and N&N tba
- Sun. 17th Aug. Skewen Motor Club Car Show Gnoll Country Park, Neath
- Sat. 23rd Aug. Camrose Vintage Working Day Camrose nr. Haverfordwest
- Sun. 7th Sept. Paul Sartori Classic Car Run Pembrokeshire

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



The Towy Valley Vintage Classic Car show being held at Pontargothi Showground

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.

There have been a few things on over the last few weeks. First up was a show called "Field of Dreams". This is a young show and this was only the fifth outing. On the day the weather was windy and we did have a couple of showers but nothing to worry about. The show its self was reasonably good with about 200 to 250 exhibits ranging from American cars/vans then there were a few military vehicles and of course British classics. We only had two Stags on the day but there was another on the field.

Second up was our planned attendance at the Pembrokeshire Classic Car Club Show this is held at Carew Airfield. As they say "regular readers" will know that this is a show I have tried to attend in my Stag over the last three years a failed every time and this year was no different, this time it was forced upon me by the weather which was supposed to be heavy rain all day but that never materialised so I guess it will be next year now. I did go to the show and was surprised by how many exhibits there were and there was at least one Stag which was Nick Cale West Wales Coordinator.

Third up was our N&N and evening run. The run was around Gower so we met up at Penllargaer Services M4.


Rhossili Bay

We had eight Stags take part in our run out of a possible 10, unfortunately two failed to make due to ongoing work. Leaving the services we headed towards Gorseinon and from there to Gowerton. Following the B4295 onto Gower and Penclawdd. Leaving Penclawdd we dropped onto Marsh Road, this runs along the marsh where the famous Gower Salt Marsh Lamb (PDO, European Protected Designation of Origin) originates from. From here it was up and over Cefn Bryn then down through Reynoldston and out to the end of Gower and Rhossili Village. The view from here is spectacular as you overlook Rhossili Bay ranked in the worlds top 10 beaches. After some photos it was back to our food venue which was The Gower Inn in Parkmill. Food was excellent as was the service.

Fourth was a spur of the moment decision to attend The Towy Valley Vintage Classic Car show being held at Pontargothi Showground on Sunday 29th June. The day started with drizzle but the day dried up and opened up to a lovely day with plenty of warm sunshine and well worth the visit. About 200 cars were there but the show also have a number of other exhibits tractors, steam engines and many varied craft stands. Now I have to own up to an oversight by me. While I took photos of the show I failed to take photos of the four Stags that attended the show and relied on the others for our car photos.

Clive Perman

DIARY DATES

- N&N 16th July
- Gnoll Park Classic Car Show 17th August
- N&N 20th August

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

BRISTOL

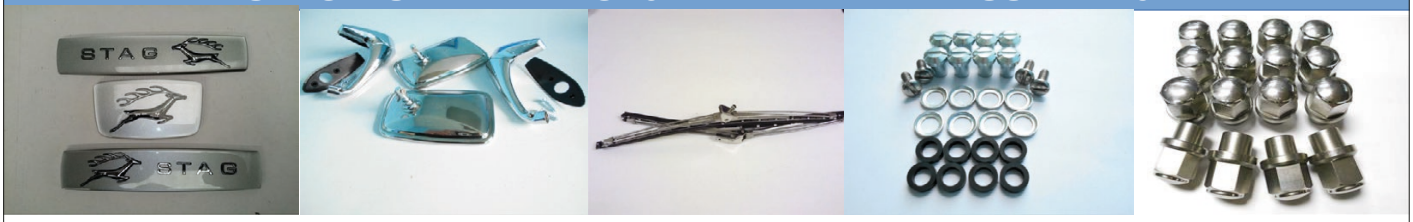
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YOUR CLUB NEEDS YOU
AREA CO-ORDINATORS – WHAT'S INVOLVED?

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

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

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

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

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

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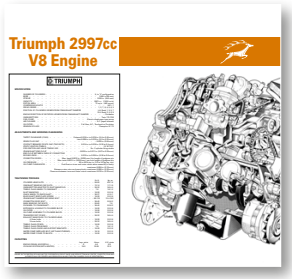
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