



STAG

OWNERS CLUB

ISSUE 518 AUGUST 2026



IN THIS ISSUE

NATIONAL DAY / AGM 2026 AND ESM 2027

HALIFAX PIECE HALL / MORE ON WINDSCREENS

NEW SOCTFL PRODUCT / THE TRIUMPH STORY

STAG OWNERS CLUB

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GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

UK £40, 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. Complimentary return of cherished salvage (applies to all vehicles over 20 years of age). The scheme is administered for the Club by Howden Classics (the new name for RH Specialist Insurance)
Email: classics@howdeninsurance.co.uk

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

National day a great success.

Now we are looking for next year's so now is the time to step forward for some ideas for a national day within your area.



Advice and assistance is available from the national committee and also members who've run previous national days.

Bookings are coming in for the European meeting next year I think this is going to be very popular as it's not too far to drive and the Dutch always put on a spectacular event.

Also, people are starting to book for our AGM at the end of November.

Carl Fuss

ISSUE 518 AUGUST 2026

Front Cover: National Day.

Photo: Notts Derby area

Back Cover: The Great Orme

Photo: South West Wales area



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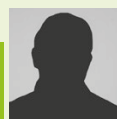
General enquiries: Tel. 01379 677735

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WELCOME NEW MEMBERS

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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.

SHOW SECRETARY

Shows, Budgets & Area Equipment, This is heading up a team to organize and put on the stands and displays at the national shows where the club has a presence. These are the NEC Classic Car Show, Silverstone, The NEC Restoration Show and the Triumph and MG Spares show at Stoneleigh.

MEMBERSHIP SECRETARY AND TREASURER

I'm sure you will have seen in the magazine the intention of the membership secretary and treasurer to step down at the AGM in 2027. Or possibly before if suitable candidates come forward.

At present we are evaluating membership systems so if you're thinking of applying for the post now is the time to put your hand up and get involved in the choice of system for the club moving forward. The whole point behind giving such a long notice period is to make sure we get the right person and have a orderly handover.

So if you're interested in any of these posts, please contact the secretary.

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

DIARY DATES 2026

- **Stag Owners Club AGM**

This is returning to the usual format of a social weekend as well as the AGM. The venue is the Sedgebrook Hall Hotel, Northampton. The dates are 28th and 29th November.



SOC AGM & SOCIAL DINNER 2026

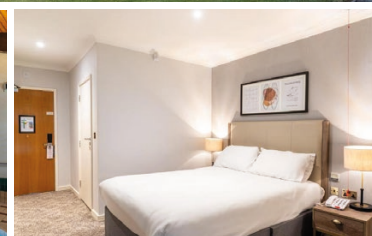
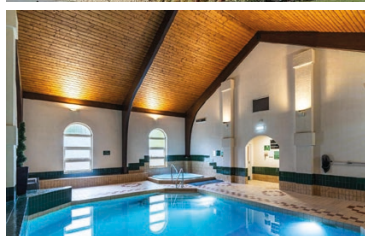
SATURDAY/SUNDAY 28/29TH NOVEMBER 2026 AT SEDGEBROOK HALL,
CHAPEL BRAMPTON, NORTHAMPTON NN6 8BD

The Stag Owners Club Annual General Meeting and Social Dinner 2026 will take place on Saturday/Sunday 28/29th November, held at the picturesque Sedgebrook Hall, Chapel Brampton, Northampton.

Booking via the Stag Owners Club web site www.stag.org.uk

You will need to log into the members area on the club website and the page for booking the AGM will be under the Members Area heading. Closing date for last booking is 30th October.

Prices range from £218 for the weekend package per couple with extra nights from £125 per couple. See the website for all options and prices.



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CCSTAGON6

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Ken Hudson*

H.G. (Harry) Webster CBE*

Alan Hart*

John Arnott

Derek Athey*

Martin Cox

Emma Airey

Lesley Phillips

Stuart Soutter

Julian Buckler

* indicates that an honorary member is deceased.



CAR CLUB FEST

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- AutoTest / AutoSolo + Precision driving displays
- Morgan Factory Tour
- Coach trips to Worcester
- Celebrity appearances

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READERS' STAGS



For many years this distinctive damson Stag was a familiar sight with Solent Area Coordinator Ian Knight behind the wheel. When Ian upgraded to a new Stag, NGT720L found a new home 350 miles away in Cumbria with enthusiastic new members Terry & Marie Coates.

The car is pictured here on Drive It Day joining Northumbria Area at the beautifully preserved 12th century Lanercost Priory close to Hadrian's Wall.

Roland Tate

HALIFAX PIECE HALL



REPLICAR SHOW

The show season is now gaining momentum and the year started off in the Halifax Piece Hall with an event organised by a model car shop called Replicar.

It has been in the town for over 40 years now and has premises in the building. Over 70 cars turned up on each of the two days which basked in glorious Yorkshire sunshine and attracted thousands of people all wanting to have a look at the large and sometimes unusual vehicles.

The Piece Hall built in 1779 trading pieces of cloth now houses shops restaurants and bars... Something for everyone ! It's Piazza now holds music festivals and car shows alike along with lots of other events. The building itself which would not look out of place in any Italian city was almost demolished in the early '80s. The local council wanted to build a new shopping centre 12 voted in favour...13 against. It now brings in millions of pounds to the local economy and millions of tourists over the last few years after a 19 million pound refit. A great venue for a car show... weather permitting!

Ricky Pollard West Yorkshire SOC



SOC NATIONAL DAY 2026



SHUTTLEWORTH, BEDFORD – 4TH & 5TH JULY



What an action packed weekend!

It started for me on Wednesday to collect the club van with the club Tables and Chairs, Flags and SOCTFL parts. Thursday it was set up the caravan on site for the weekend and supervising the erection of the marquee on the field in front of the Hangers. Friday was welcome help from Guy and Tracey Foster to help empty the van and set up the bunting and flags, and then later set up the tables and chairs which were ordered for the Saturday Hog Roast.



Saturday, a few early bird Stags arrived to take advantage of the early opening of the café. Soon Tracey on Admin was busy handing out rally plaques, drive out route, Hog Roast tickets for those that had pre booked and as Tony Armstrong (Arry the Stag) was not able to come at the last minute she handed out the stickers Tony had sent.

10:00 am the cars started to leave on the 50 mile run on the northeast part of Bedfordshire and all the Stags that were going on the run had left by 11:00 as the gate for leaving was locked. Leaving those who didn't go on the run to enjoy the Museum and Swiss garden. Again the weather was dry and full sun with temperatures touching 30 degrees and you could see members sitting under umbrellas trying to get some shade.

Late afternoon we were entertained by the Bedford Brass Band in the marquee before the beer van and hog roast arrived for the evening.

Members enjoyed a social in the evening sun with a drink or two and seconds from the hog roast as they had provided a lot more than was served out.

It was soon time to call it a day as the gates were to be locked at 9:30 and a few volunteers helped clear up and pack some tables and chairs away ready for the traders on Sunday.

Sunday was another early start for the volunteers setting up and getting the traders in position. the camera set up on the tripod and in position for the arrival of the first Stags.

There were over 100 Stags on the day lined up in front of the hangers which provided a grand display. Also, it was the Volvo national day which they shared paddock one at the far end with 100 plus Volvos right up to modern 4x4 SUV's in attendance.

Traders, Rimmers, Tony White, and Mick Moore took advantage of setting up outside the Marquee with Mick Moore having two Stags up for sale. Inside the marquee we had Robsport, SOCTFL, The Hood Factory, Club Accessories and a stand full of members bring and buy spares and memorabilia. Trading was brisk to start with members getting those spares they needed. But by mid afternoon a few Stags started to leave so the event was closed with the prize giving for the Furthest Travelled won by Peter Dodds who travelled 177 miles, and the best car that members would like to take home was won by Chris Bodill in his fully restored MK1. Both received a £50 voucher to spend at Club Accessories.

A big thankyou to my team Guy and Tracey Foster, Ken Symmonds, Anthony and Haydon Smallbridge and all that helped clear up at the end of the day. Until next year?

Roger Kennedy



NATIONAL DAY PHOTOS



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





NATIONAL DAY PHOTOS



Rimmer Bros



Tony White



Mick Moore



Graig Hood Factory





Face painting



Winner – Best car at Show



Set up at Shuttleworth



Robsport International



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

KNOW YOUR STAG #45A

MORE ON WINDSCREENS

I must admit that I am running out of meaty subjects to bring to you with just the carpets, the hard top and the soft top left to deal with. I am, however, open to suggestions although maybe it is fitting that I close on article 50 when I get there.

This month should have seen an article on carpets but I have decided that the windscreen article presented last month needs a little discussion.

Firstly, I must admit to misleading you just a little when I said that the trim strip which finishes the windscreen surround is chromed plastic. Although other cars (and other Triumphs) use a chromed plastic material for this trim, the trim for Stag (and for the 2000) is of stainless steel. I also wrote that this trim strip is responsible for expanding the rubber screen surround so that it provides a better seal in the windscreen opening. This may be the case with other screen trims but I have been having a good look at way the trim strip is held in the rubber and I cannot see how it helps in sealing the screen so it would appear to be just a way of getting a bit more bling into the parts catalogue. And very nice it looks too.

But the real reason I am coming back to the windscreen is in order to take another look at the rubber screen surround (or the 'windscreen weatherstrip' as it is called in the parts catalogues) as there have been issues with fitting the stainless trim strip to it for quite some time and in the last article I asked for information on what the problem is.

Three of you have taken the time to reply to me (thank you Mike Allen, Dave Taylor and David Jefferies for helping with further information) and the issue has been 'moved on' such that the problem has been identified a bit more accurately. However, I am not totally convinced that it has been solved.

David J referred me to a forum post at socforum.com/forum/forum/stag-owners-club/socforum/24304-windscreen-trim-someone-taking-the-mickie?23711-Windscreen-Trim-someone-taking-the-mickie=&viewfull=1#post382341 which has quite a lot to say but maybe I can summarise:

The problem is not with getting the screen seal around the windscreen or in fitting the windscreen itself but with fitting the trim strip to the screen when the other two parts are in place. There was a Triumph technical bulletin to say that the trim strip should be fitted last and it has been suggested that this is because with the strip in place, its stiffness interferes with the fitting of the screen and rubber into the windscreen opening – but that is only a suggestion.

The section of the 'weatherstrip' is as below:

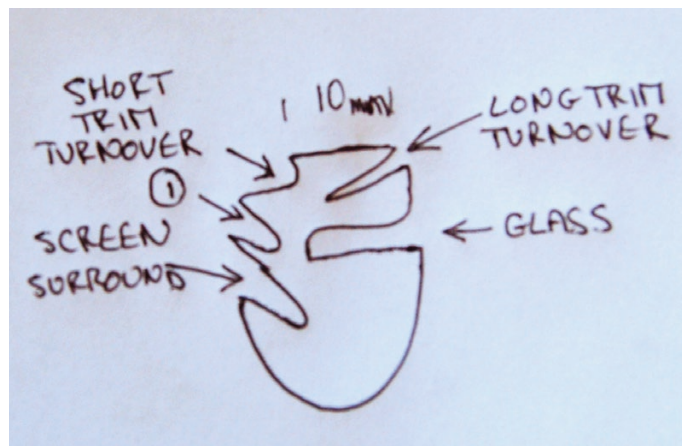


Fig. 1 – You would never guess that I had worked in an engineering drawing office would you ? I never could sketch ! This is a section through the weatherstrip showing where everything goes. The channel; marked 1 is, I presume, to catch any water that gets past the weatherstrip where it seals on the windscreen surround. What I call 'the protrusion' is at the very top of the section and is marked as being 10mm wide.

The trim strip is designed to latch around the left hand side of the rubber protrusion on the top of the weatherstrip (marked 'short trim turnover') and then be held firmly in place by inserting the bottom edge of the trim into a slit in the right hand side of the protrusion (marked 'long trim turnover').

The problem seems to be that there are two or more different sections of the weatherstrip and at least two different sections of the trim strip in circulation. If the weatherstrip and the trim are not correctly paired, then it will prove difficult to either firmly fit the trim strip or to fit it at all.

The two known sections of the trim strip are as follows:





Fig. 2 – On the left we have the trim strip section fitted to each of my cars and on the right we have the section discovered by the forum article and which they call the 'large aperture' trim. (pics PCR/Forum)

So you can see that if the second type of trim strip is offered up to the section as shown in the fig 1, then it will slop about as in the photograph below and generally try to fall out.



Fig. 3 – This shows a mismatch between the protrusion on the rubber surround and a trim strip which has only about 4mm turned over on each edge. The tendency is for it not to be securely held behind the protrusion and it will not fit firmly. (pic from the Forum)

Similarly, if the first type of trim strip is offered up to a weatherstrip which does not have a full depth slit in which to seat itself, then it will be impossible to fit.

The parts catalogues prior to 1976 show two different part numbers for the weatherstrip (812785 and 820772) with the change being made at build/trim no. T 2910 LD, but only one part number for the trim strip. That doesn't mean to say that Triumph did not make two different trim strips but the question that I have is whether the trim strip section in the above photo is an early aftermarket part which has been in circulation for some time and thus has been copied by current parts suppliers. Or was it actually a replacement Triumph or Unipart part ?

I have taken a look at a number of the cars which I have here and I must admit to being able to see just a single section to all the weatherstrips which I have here. The protrusion on each of them is 10mm across the section and each has an approximately 10mm deep slit in the rubber for the trim to fully fix in. The section of the trim strip used in each has a 10mm turn under (whereas the section shown on the right in fig 2 and in fig 3 only has a 4mm turn under).

I must admit to not quite understanding how you are meant to hook the top edge of the trim strip in the shallow depression behind the protrusion and then persuade a full 10mm of the bottom edge to locate in the 10mm slit but it is not the first time I have been a bit baffled by a fitting process.

One issue that I have is that if there was a change in the weatherstrip at T2910LD i.e. in June 1971, why are the weatherstrips for X783, LD7, LD3368 and LD 44088 all the same 10mm wide protrusion and all have a 10mm deep slit for the trim strip to locate into ?

One answer is obviously that the windscreens and weatherstrips have been changed, but LD7 still has its original 1969 screens and it is unlikely that the weatherstrip has been changed if the screen has not been changed or if the car hasn't been resprayed (which it hasn't). An alternative answer is that the change in the weather strip at T2910LD has nothing to do with the protrusion or the trim strip fixing and that the whole mismatch issue is to do with incorrect aftermarket parts where someone has produced a trim strip which mirrors the small cover strip used to finish the top and bottom trim joints, and then arranged for the manufacture of a weatherstrip which suits the new profile in the expectation that with the more shallow arrangement of the bottom turnover will be easier to fit.



Fig. 4 – This is a trim cover for a Stag windscreen trim. Remarkably similar to the 'wide aperture trim' section shown on the right hand side of fig. 2 and in fig. 3.

When writing this article and having thought that I had hit a nail on the head, I took a look at the workshop manual to see if there were any clues as to what was fitted when and I was worried when I saw the illustration below which shows a trim with a small turnover. Was this really the first type of trim and was the weatherstrip one with a much wider protrusion than all those in my cars ?

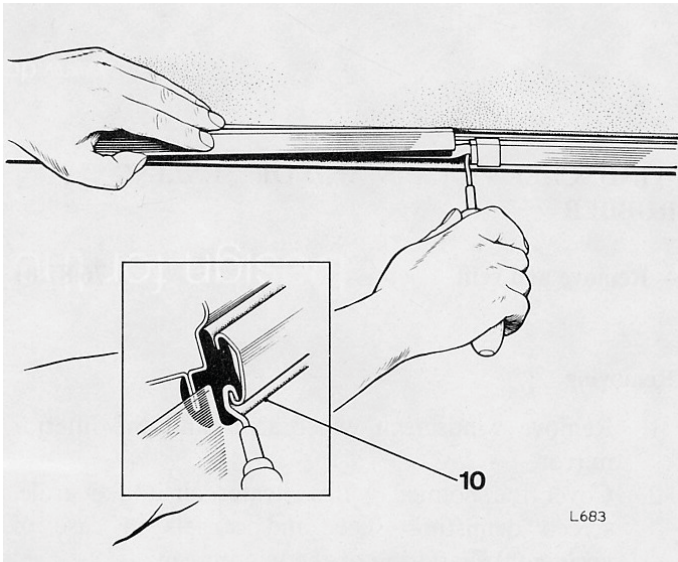


Fig. 5 – The illustration on how to fit a trim strip from the 1970 Stag workshop manual (or ROM if you so desire).

However, a wider search found the same illustration in a 1966 workshop manual for the 2000 range cars so the illustration is of no use when looking at Stag windscreen items. It is just to illustrate an idea and not an actuality (Triumph were good at that – using whatever photos and illustrations they thought were useable even when they depicted a different model)

Just to make matters worse, I have checked the screen on my 1964 2000 and the trim on that has quite a big turnunder – not quite as big as Stag but a good 8mm. And that is an original 1964 screen in a car that is unrestored so it is unlikely that the weatherstrip has been changed (perished maybe ... but not changed.!)

The whole issue begs the question as to, if it was Triumph that made a 'wide aperture' trim and a correspondingly different weather strip, why did they make this change from standard 2000 practice and why did they change it back so quickly ?

Again, I am going to ask you all for any further information which may help me to find out what really has been going on – particularly with the weatherstrip. Can anyone help with the dimensions of the protrusion which allows the wide gap trim to be held in place ? And can anyone help provide evidence of which weatherstrip and trim came first ?

Next month, I promise you the originally planned article on carpets.

Peter Robinson © Peter Robinson 2026

With thanks to the Stag Owners Club Forum for discussing the issues some time ago and for providing photos to help illustrate this article.

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EUROPEAN STAG MEETING 2027

YOUR EXCLUSIVE INVITATION



SINT-MICHIELSGESTEL, NEDERLANDS FRIDAY MAY 28TH - SUNDAY MAY 30TH 2027

May 28 to 30, 2027 – that date is coming sooner than you think! On those days, the Stag Club Nederland is organizing the biennial European Stag Meeting. It will take place in Sint-Michielsgestel, a small town just outside Hertogenbosch, the capital of the province of North Brabant, a cosy province in the Netherlands.

A little luxury is allowed once in a while

Hotel/congress centre De Ruwenberg has been contracted in Sint-Michielsgestel. The management has made us a wonderful offer so that we can let you benefit from it.

What you can expect

We expect our guests on Friday. For early arrivals, a scenic route has already been mapped out, which can be interrupted, at your request, by a visit organized by us to a brewery or to the Van Gogh Museum in Nuenen.

On Saturday, a beautiful route has been planned, which will be interrupted halfway through by lunch on a large electric boat taking us through the Biesbosch. De Biesbosch National Park is a unique protected nature reserve on the border between North Brabant and South Holland. After this break, the ride will take us through even more stunning regions, returning to the hotel around four o'clock. There, we will take a moment to ourselves before ending the day with a gala dinner, followed by a pleasant get-together to the sounds of our band. And, of course, dancing is allowed.

We are reserving Sunday for another beautiful drive that will eventually take us to Altena, where we will be

• guests at an old fort that formed part of the defensive
• ring around the west of our country in the 19th century.
• We will have a 'high tea' here, and we have also
• scheduled the closing meeting.

• For the most enthusiastic Stag drivers we have the
• option to arrive on Thursday. The room in the hotel is of
• course available and breakfast on Friday is also provided.

• We have also taken care of guests who would like to
• stay under the same roof on Sunday evening. Breakfast
• is also ready for them on Monday morning before
• packing their suitcases and embarking on the onward or
• return journey.

Intrigued?

• From July onwards, you can read everything on the website
• of Stag Club Nederland, which is www.stag-club.nl
• or check out www.ESM2027.nl There you will find all
• sorts of information about this ESM, and updates on
• our progress are constantly being kept up to date there.
• Also, starting in early July 2026 the option to register will
• be available there as well. So block out your calendar for
• the end of May 2027 and let the fun begin.

The ESM 2027 Organising Committee



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**SOCTFL Founded over 40 years ago by Volunteers for the benefits of
Members to maintain and restore their cars**

*Don't forget to claim your membership discount on some SOCTFL parts
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SOCTFL NEWS UPDATE

EXCITING NEW PRODUCT IN THE PIPELINE



Russell Lewis took some prototype samples of a new product to the National Day where he is delighted with the level interest shown by Stag owners at the event.

Upwards of 50 people enquired as to when they would be available and of course their costs. Questions that cannot as yet be answered. However, funding for the project has been approved by the National Committee so progress towards production, distribution and cost can now go ahead. Watch this space for further details in due course.

So what is this new product I hear you ask? Well they are Hardtop Locking Plates made from 304 grade cast stainless steel polished to a high shine finish as illustrated in the photographs. The use of Cast stainless steel ensure a stronger replacement component and avoids the problems with the finish of re-chroming that can occur.

Trial fitting to a few cars did identify that whilst some fitted perfectly others required some minor fettling to the holes in the body work to allow the fixing studs to pass



An original hardtop locking plate



Replacement in stainless Steel

through. Clearly some variation in production during the cars manufacture.

Julian Buckler produced the CAD design and sourced the manufacturer for this product and deserves a round of thanks for all the work he has done to bring the project to this stage.

Noel Sargent

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THE CLUB STAG ARCHIVE

The Triumph Story, Part 29 – Le Mans Yet Again, 1964 - 65

Since the days of being a humble bicycle manufacturer, Triumph had always been striving for publicity through sporting achievements and it was because of this sporting image that Sir John Black had acquired the Triumph name in 1945.

Although Leyland Motors allowed Standard-Triumph to complete its 1961 entry at Le Mans (see part 21 of these articles) the Competitions Department was closed down immediately afterwards in order to cut the ongoing costs and allow for a reorganisation of the company. However, certain Sales Department personnel were soon arguing that Standard-Triumph needed to be engaged in motorsport to maintain their overseas sales and very soon afterwards a new Competitions Department had been opened. This was to be run by different people (Graham Robson under the direct control of John Lloyd and Harry Webster), in a different building (in a workshop within the Engineering Department in the Flechampstead North building) and with new cars (the previous cars had been sold off by S-T and all the previous paperwork had been disposed of by Ken Richardson when his department had been closed).

A very limited budget was allocated and in February 1962 four new TR4s were delivered to Fletch North and a rally programme was prepared. The cars were registered 3 VC, 4 VC, 5 VC and 6 VC and off they went, learning from event to event because there was no previous record of what had previously been done.



Definitely 3 VC and 5 VC being prepared in the new competitions area at Fletch North. Is the other car 4 VC or 6 VC? That is definitely Ray Henderson in the centre of the photo and Graham Robson with a pullover on the right, watching Roger Sykes twiddle with the engine.

It was during this period that the Competitions Team Manager of the time, Graham Robson, writes that he regularly met up with Engineering Director, Harry Webster, at meetings of the Godiva Motor Club – a Coventry based sporting club which took part in and organised grass roots car competitions – and that he (Harry) was not averse to taking part in rallies where he could. If you add to this the facts that Harry was also not averse from driving down to Turin and back over a weekend to discuss new projects with Giovanni Michelotti and that Senior Sales Manager Lyndon Mills was also a rally enthusiast, having taken part in some of Europe's most demanding during the mid fifties, you may see why Triumph produced such interesting cars in the sixties. For the people concerned, it was not just a job as they were involved in what they were doing, used the machinery that they were producing and saw things very much from a buyers point of view, injecting interest and excitement into their products.

As an example of the exciting thinking going on at the time, for the 1963 Monte Carlo Rally, all the Triumph cars were fitted with an experimental Lockheed anti-lock braking system which operated on the rear wheels only. Although this was not taken to production, Triumph had, as usual, seen a product which would make motoring safer/better and had invested time into taking a look at it. The mechanical systems of the time did not really take off and it took the advent of 'electronics' and, ultimately 'computerisation' to make these braking systems really work well. ABS is now standard on just about every production car built.

Within this article it is not my job to go into great detail about the rally performances during 1962 and 1963, suffice to say that the results were 'patchy'. To try to take advantage of certain rally rules, a Herald Vitesse was introduced into the programme in late 1962 to supplement the TR4s and the idea was pursued with a few more Vitesse in specific rallies in 1963. For anyone wanting a blow by blow account of these times, I would refer you to Graham Robson's book on the subject *The Works Triumphs*, published by Haynes in 1993.

Having set the scene, we can now head off into 1964, which is a much more interesting year. But first we need to take a look at 'strategy'.

Towards the end of 1963 it became apparent that the rally scene was moving fast and that although the TRs and Vitesse would have been there or thereabouts a couple of years earlier, they were struggling against the quickly

evolving competition in the form of the Escorts and the Mini Coopers. It was therefore decided to change cars and use the newly introduced Spitfires and 2000s with three new sets of cars being prepared for 1964 – Spitfires for 'normal' rallies, 2000s for 'loose surface/off road' rallies and Spitfires again for the race tracks.



Four 1600cc Vitesse were prepared for the 1963 Monte, three to run and one spare. All were fitted with Lockheed mechanical ABS systems operated from belts driven by a pulley on the final drive.

This involved a great leap forward in budget and the 'race track' cars were included in the programme as Harry Webster wanted to go back to Le Mans and to the credit of the Board, they backed him but, if the truth be known, weeks before the actual Board approval, Webster had approved the start of design work within his Engineering Department and had made informal enquiries of component factories for special components to be produced.



Four competition Spitfires being built in the workshop. These are the bodies of the rally cars with the 'bubble' hard tops ready to be dropped onto the chassis.

By careful scrutiny of the 1964 rules for various events – and knowing a bit about the competition – it was decided to run the Le Mans Spitfires in the 'Prototype class' which meant that for their first year the engineers

would have a free hand to make the cars as powerful, rugged and reliable as possible. This option was not available for the rallying Spitfires but Webster intended that they would be modified to the limit of the rules with lightened bodies, different body shapes, the most powerful engines and most suitable transmission options. The 2000s were expected to be underpowered for their heavy bodies in standard form so it was intended to run them in the Group 3/GT class, which would allow highly tuned engines and non-standard wheels, brakes and suspensions. Graham Robson would be generally in charge of the two sets of rally cars and Harry Webster's right hand man, John Lloyd, would be in direct charge of the Le Mans race cars. Are you now getting a picture of what it was like to be involved in the Engineering Department at that time? Webster was no maverick but he did like to push whatever boundaries there were and he had the backing of enough board members to carry the ideas through.

North America & Kas Kastner

The main reason why the Triumph name became the dominant brand at Canley was because the TR2, and then the TR3, became the 'darlings' of the small British sports car idea in Fifties America. Most of the production went there and it generated much needed cash. In turn, America also took to the TR4 and the Spitfire when they were brought into the range.

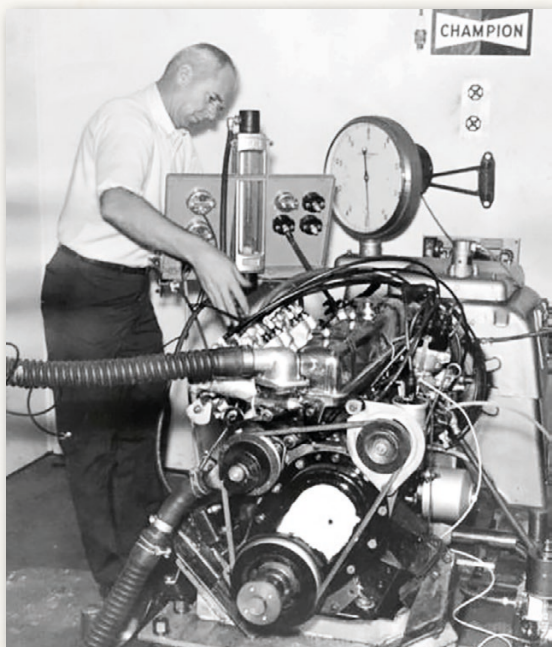
In the USA, a lot of the interest in sporting cars was generated by the performance at locally organised rallies and race meetings and by the early sixties this had developed into a serious business with Standard-Triumph Inc. hiring 'Kas' Kastner, an ex-race car driver, to prepare TR4s to race specification for customers. In 1963, three TR4s were prepared as a dealer team to race in the Sebring 12-hours, in which they won their class.



Club racing and rallying in sixties USA evolved from strictly amateur events held in the mid fifties. This is a serious event in Steamboat Springs, Colorado, in 1955 where the pits are the main street and Kas Kastner drove his TR2 (centre) 350 miles from home before the start.

Success followed success with Kastner prepared TR4s becoming the cars to beat in the Sports Car Club of America racing classes with Bob Tullius becoming national champion.

This increased interest in the Triumph name in a market which was very important to Triumph but for some reason there was little cross-over between the race experiences of North America and Europe. Kastner went his own way, with occasional assistance in the form of equipment and specialist parts supply from Canley, whilst Canley engineers rarely consulted Kastner, which is a shame as he was getting 155 bhp out of a TR4 engine which put out 100 bhp as a standard unit.



Kastner doing what he liked best with a TR4 engine on the dynamometer sent over by Harry Webster when Kas started to work directly for Triumph.

We may return to North America and Kastner in later articles as some very special Triumphs were prepared out there and we should take a closer look at these at the correct time. For now it is enough to know that racing Triumphs proved to be an enjoyable and successful pastime on both sides of the Atlantic.

Le Mans 1964

The Le Mans 24 hours race takes place early in the sporting calendar during June so the special Spitfires were the first to be tested in anger.

Four spitfires were prepared, each with an aluminium shell and moulded glassfibre fastback style hard top. The engine used was a highly tuned version of the 1,147cc 4-cylinder SC unit, an engine originally used in the Herald 1200. Utilising twin dual choke Weber carbs, an 8-port head (an improvement on the standard 6-port head which merged the inlet ports within the head to give two inlet ports and four exhaust ports at manifold level) and special cams, these produced a nominal 100 bhp against the 63 bhp of the same engine when used in the production Spitfire with twin SUs and the 39hp of the same engine in the Herald 1200 with a single Solex carb. The TR4 all-synchromesh 4-speed gearbox was used and the differentials reworked and with limited slip

incorporated into them. For the actual race, the cars ran bonnets with fared in headlights.

The four cars were given experimental commission numbers X727, X728, X730 and X731 (X729 was allocated to the first Triumph 2000 estate which later served as a rally service vehicle) and registered ADU 1B, ADU 2B, ADU 3B and ADU 4B on 1st June 1964.



One of the race Spitfires, ADU 3B, being lowered off the Canley Car Deliveries transporter at Le Mans in 1964. Car no. 50 (ADU 2B) and the reserve (ADU 3B) were on the bottom deck and, having already been unloaded, can be seen in the background. In the driver's seat is Peter Cox and even Kas Kastner is lending a hand on the right. (Martin Cox Collection)

Three cars started the race on June 20th, their race numbers being 49 (ADU 1B), 50 (ADU 2B) and 65 (ADU 3B). The fourth car (ADU 4B) was a reserve not intended to start. However, only one finished but the performance was not deemed a failure as the finisher, ADU 2B, comfortably beat the works Austin Healey entry and was only beaten in its class by a Porsche and two highly modified Alpine-Renaults. It was taken as a positive that the other two did not fail for mechanical reasons but due to driver problems.



In the later stages of the race David Hobbs takes the wheel of the only Spitfire to finish. Although a black and white photo, each car had an identifying nose cone colour, ADU 2B's colour was red.

ADU 1B came to grief after only two hours when Mike Rothschild was knocked off line by a passing car and crashed immediately after the Dunlop bridge and ADU 3B, having been damaged by being rear ended, started to admit exhaust fumes into the cockpit which ended up affecting Jean-Louis Marnar such that he also crashed at the Dunlop bridge 12 hours after ADU 1B had done the same thing. During the race, ADU 2B, piloted by David Hobbs and Rob Slotemaker, averaged 94.7 mph and reached a measured 133 mph along the Mulsanne Straight.

Sebring and Le Mans 1965

As a preparation for the 1965 event, the four spitfires were reworked and were ferried over the Atlantic to take part in the Sebring 12-hour race in March. During the race the heavens opened and 'normal racing' did not happen. Of the three starters, one car ended up off the road, the other two came second and third in class but the record books show that a Midget gained the class win, this being the only time that a Spridget ever beat a Spitfire in a straight race.



No Spitfires in view at Sebring but no red flag either. The drivers of 1965 were tough – very tough.

For Le Mans in June, the cars were entered into the 'homologated GT' class, the bodies being further lightened and the iron cylinder heads of 1964 were replaced with the aluminium heads previously reserved for the rally cars – which gave them 109 bhp.

Unlike 1964 when the four cars were all handily transported on a single transporter, in 1965 the four cars were all taken down to Le Mans on individual 4-wheel trailers, towed by Triumph 2000 saloons. Which worked very well as on the way back, 6105 KV dropped their car and transporter at Calais and was then turned round for a drive down to Turin where it was to be used by a certain Giovanni Michelotti for his ideas of a sports tourer to be exhibited at the Geneva show in 1966. I will leave you to work out how important that was to be for SOC members.



ADU 2B enters the square in Le Chartres where the Triumph convoy were staying on the way to Le Mans in June 1965. The tow car is 6105 KV.

For the race itself, the reserve car was allowed to start so all four Spitfires set off for a 24 hour stint. Strangely, the extra 4mph which the 109 bhp engines allowed, set up a vibration in the engine oil coolers such that ADU 2B (car no. 53) lost all its oil and the engine blew – which put Bill Bradley and Peter Bolton out of the race. In ADU 1B (car no. 52), Slotemaker lost the road at the White House corner as he moved over to let a faster car through but the other two cars finished, and finished well taking first and second in class. ADU 4B (car no. 60) with Jean Jaques Thuner and Simo Lampinen finished 13th overall and 1st in class while ADU 3B (car no. 54) with Jean-Francois Piot and Claude Dubois finished 14th overall and 2nd in class. A good result but, in reality, the two cars were the last finishers so they won their class by running reliably at an average speed of 95 mph, while the opposition all failed to match that feat of endurance – which is what the 24-hours race is all about.



Ready for the off in 1965. Car no 54 ran in 2nd in class while no. 60 at the far end won the class.

That was the end of the special works Spitfires at Le Mans as things moved on so quickly in the mid sixties that the cars could never have been competitive in 1966 and Triumph did not have a replacement model which could have been competitive.

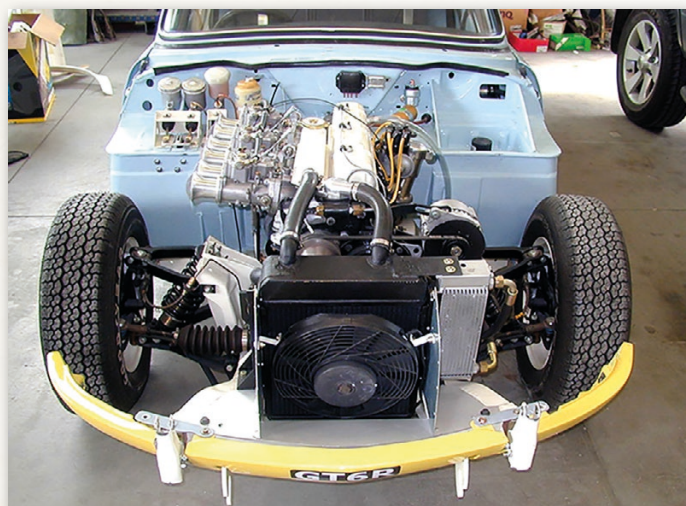
There were, however, a couple of very special cars which were prepared from the Spitfire chassis and on which we will just touch in order to complete the story.

The GT6R

Despite my comment above, Triumph did try to find a new model worthy of being at Le Mans in 1966 as they did not give up anything easily during the sixties.

There was no hope of getting much more out of the 1147 cc 4-cylinder engine but the new six cylinder version being used in the 2000 saloons had much more potential. So, when back in Canley again, ADU 1B was stripped down and work started on a new suspension set up and the installation and tuning of a 6-cylinder engine. Initial plans were to use the TR5 version cylinder head with Weber carburettors but the ultimate intentions were for a fuel injected engine delivering 170 bhp.

But, following a typically French interpretation of the rules in the 1966 Monte which resulted in the disqualification of the winning (British) Mini Coopers and the (British) Lotus Cortinas, the competitions world retrenched and Donald Stokes decided to withdraw Triumph from all motorsport activities and the project was cancelled, the part built car being broken up.



*Not the original but a realistic recreation of the GT6R with a large number of Webers feeding a 1998cc engine.
(Triumph in Italy)*

The Macau Spitfire

Also during the Summer of 1965 John Lloyd and Ray Henderson set about a special order for Walter Sulke, the owner of the Triumph concession in Hong Kong. This was not to be built out of one of the Le Mans cars but was to be built up using many spare parts not previously used.

Although closely based on the 1965 Le Mans cars, and using the 109 bhp 1147 cc engine, the car boasted some body tub changes and it was styled without any hard top (or passenger seat) but with a D-type-esque streamlined driver's headrest, which incorporated the fuel filler cap. Fred Nicklin (one of Triumph's high speed test drivers) reached 130 mph and lapped the MIRA banked circuit at 122 mph during tests on the car.



The Macau Spitfire pictured at the side of the directors block at Canley in 1965

The car left for Hong Kong at the end of October 1965 and appeared at the Macau race meeting on 28th November where it managed third place in the 30-lap Macau Grand Prix (against Lotus 7s and E-types, amongst others) and 2nd in the later Portuguese Trophy race. In early 1966, the car was returned to Canley where it was 'refurbished' and then sent out to Kas Kastner in the USA where it was equipped with a triple Weber, 6-cylinder GT6 engine and put out around 200 bhp. It was reasonably successful but suffered from poor handling as the tyre and brake sizes were limited by the body wheelarches.

The car had a few owners (and modifications) in the next thirty years, being imported to Switzerland at some time around 1990/91. Finally, it has been acquired by Dave Pearson at Canley Classics in the UK and I am sure that Dave will be keeping it for some time.

Peter Robinson © Peter Robinson 2026

If you want to spend some more time with Triumph at Le Mans, there are a few videos available on YouTube. 1964 is covered by youtube.com/watch?v=mo4_yarOjoQ 1965 by youtube.com/watch?v=PpepDRqcFCo and Sebring by youtube.com/watch?v=w1G_J2Ev1fs

Thought for the Month

By Rupert Klaiber



I fear the day that technology will surpass our human interaction. The world will have a generation of idiots.

Origin unknown, often incorrectly attributed to Albert Einstein

A HOP TO KENT

AN ADVENTURE FOR FOUR STAG COUPLES

In June, four adventurous Stag couples – Kevin & Jan, Ian & Nancy, Martin & Monica, and Dave & Jan – left the leafy counties of Norfolk and Suffolk behind to tackle the daunting M25 and the Dartford Crossing on their way to Kent.

Our base for the week was the Bridgewood Manor Spa & Hotel in Chatham. Thanks to Martin's meticulous research and planning, we discovered a wonderful selection of places to visit and, just as importantly, some excellent places to eat and drink.

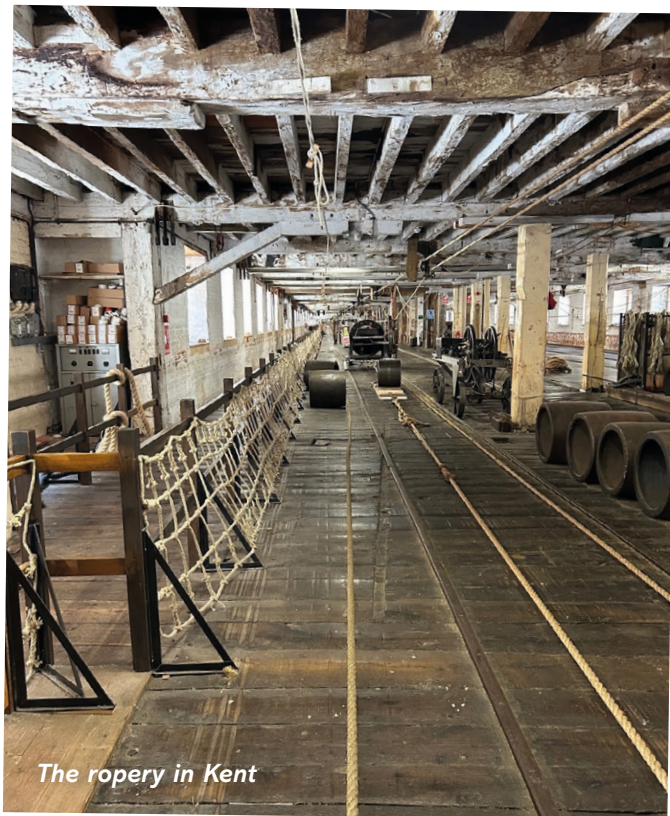
Our convoy caused quite a stir as we drove through the picturesque seaside town of Whitstable, where Ian and Nancy sampled the town's world-famous oysters. The rest of us were happy to admire them from a safe distance!

A visit to Rochester revealed a vibrant High Street packed with independent shops, together with the fascinating Guildhall Museum, offering an insight into the town's rich history.

The following day we explored the magnificent Leeds Castle, set within 500 acres of stunning parkland. We discovered its remarkable 900-year history and learned how it evolved from a medieval fortress into an elegant 20th-century country house.

Our final day was spent at Chatham Historic Dockyard, where we gained a fascinating insight into Britain's shipbuilding heritage. Highlights included exploring a submarine, visiting the last operational historic Ropery, and discovering how rope was made for the Royal Navy. Two of the couples also enjoyed the popular Call the Midwife tour, as many of the programme's outdoor scenes are filmed at the dockyard.

No trip would be complete without sampling some local delicacies, and our foodie highlights included the



The ropery in Kent

delicious Gypsy Tart and the traditional Kentish pudding. It was a thoroughly enjoyable week filled with fascinating places, good food, plenty of laughter, and excellent company. We all agreed that Kent has so much more to offer that we'd love to return to explore even more of this remarkable county.

Kevin Mellor
Norfolk Co-ordinator



Stags at Chatham dockyard

OUT & ABOUT

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Drive & BBQ at Ian & Nancy's. 9 Stags, an MG, some Euro-boxes & their occupants had a great day out. Dave/Jan, Alan/Doreen, Richard/Anne, Peter/Jean (with Val), Barry/Su, Mike & Sheila plus Jan & I were in our Stags but sadly Mike & Yvonne had to join in their MG due to a last minute Stag coil failure. Mick & Mandy started from here too. We were later joined by other Stags carrying Terry/Colleen plus Chris/Sue.

Gathering first at Terry & Colleen's in Shipdham, they kindly provided us with tea & coffee before we set off on our 38 miles scenic drive to our BBQ hosts near Kings Lynn. Main stop on our route was at the gorgeous Oxburgh Hall <https://www.nationaltrust.org.uk/visit/norfolk/oxburgh-estate> If you are reading the interactive magazine, you can view a video (link here?) of some of us leaving Terry & Colleen's thanks to Graeme & Sharon (who brought friends Tony & Glynis).



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

Once gathered in Ian & Nancy's capacious garden & protected from the sun by our event shelters, the sociability really kicked-in & everyone was chatting animatedly. It was good to see Ted & Barbara with us. Later we enjoyed Ian & Nancy's legendary BBQ with three generations of their family helping. Poor Ian & son David (aka E.T. !) suffered from eddying BBQ smoke but still produced excellent food whilst Nancy & Sian produced extensive puddings with order-taking by Jenson, Theo & Louie plus support from Blake.



Later on, Ian & Jean provided a gentle game of 'Football Croquet' which was won by Doreen. Then we headed home (many still tops-down) after another excellently sociable Norfolk SOC day out, thanks to Ian, Nancy, Terry, Colleen & our local Team.



July Noggin 'n' Natter At close to a Norfolk N&N record, nearly 50 of us welcomed three new members to this steamy & buzzing July meeting. Graham Hamilton from Happisburgh soon blended into our crowd by finding Peter & Steve to iron-out a few wrinkles in his newly acquired Russet Brown Stag. Kevin & Gill Bilham from Flordon 'staggered' us all since they acquired their beautiful '76 Pimento manual Stag (closest to camera in photo) for £14 !! That was the price of a ticket in a Vintage & Classic online raffle – wow! With Charles having similarly won a wonderfully restored Capri a few months back, it seems these online competitions are certainly worth entering.

In our 'business section' Terry & Colleen advised the Sheringham classic Car Show was excellent, as was Wheels at Gt. Yarmouth which Steve B also attended. Alan, Doreen & Colin attended Strumpshaw & saw another unidentified Stag ... was that you? Colin also enjoyed Ludham Car Show & posted a photo on our local WhatsApp group (contact me to join our group). During June, four Norfolk Stags made a 'Hop to Kent' & had a superb few days at

Chatham Dockyards & many other interesting places. A summary article will appear in this or a future magazine.

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/> put NR9 into search box and visit local website for menus etc. 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: in addition to our Co-ordinator & Deputies as above, our Team also includes ...

- 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/>

BEDFORDSHIRE & NORTHANTS

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Events and car shows
Stag National Weekend Shuttleworth I am relieved that the weather was similar to last year and despite a few hiccups it all went well. Full report with photos elsewhere in the magazine

Kimbolton Country Fayre and Classic Car Show Kimbolton Castle

Sadly I have not been able to attend as my Stag Is still not finished (that's another story) but the information from the organisers did not arrive with me until the 5th July which I sent out by email to those on my email list the next day. I can only do what information I get and when I get it. But I booked 30 spaces shared with Cambridgeshire and hopefully a good turn out from Beds and Northants. Report in September magazine if I get some feedback.

Flitwick Car Show, hope you have got your booking for this local show as there is no club stands this year and I understand bookings are filling up fast. This year the road between the main display field and the school field will be closed off allowing easier access between the displays.

Bedford River Festival Again I have not been able to attend this popular two day event. I know some members are booked and looking forward to some pictures and a report.

What's App Group

Again this popular way of informing the club members of meetings and showing off the Stags at shows is proving very informative. If you have not yet joined and wish to let me have your mobile number so I can add you to the group.

There are some pictures from Richard, Howard and Guy with there cars arriving at local shows, Namely, Blunham, Shillington and Newport Pagnell Carnival.



Guy at Blunham



Howard at Newport Pagnall Carnival



Richard at Shillington

With the hot weather requests for help with starting the Stag when hot after a run. Feedback was to wrap the fuel line with a Heat Shroud Sleeve Aluminized Gold sleeving and possibly fitting a pressure reducing valve

May I remind you to keep postings to only Stag related postings, although it might be nice to post its your birthday or your holiday snaps Please, please keep it Stag Related. If you wish to post holidays birthdays etc please set up a separate What's app group to cover these events.

NOTE::: Our meeting venue of the RED LION in Elstow was closed for a refurbishment in July and Guy managed to get us a booking at the White Horse in Newnham Ave Bedford MK41 9PU. Tom and Vicki the landlord and landlady were keen to have us and if successful this may become our new venue.

Bedfordshire Web Page

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

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

DIARY DATES

- ✚ August 2nd Sunday Rushden Classic Car Show Hall Park Rushden
- ✚ August 4th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✚ August 16th Sunday Flitwick Lockdown Car show Millennium Park MK45 1HP
- ✚ August 19th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✚ August 20th Natter and Noggin
- ✚ September 6th Sunday Lunch time meet at Danish Camp Willington MK44 3QG arrive 11:30
- ✚ September 8th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✚ September 16th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✚ September 17th Natter and Noggin
- ✚ October 15th Natter and Noggin
- ✚ November 19th Natter and Noggin
- ✚ November 28/29th SOC AGM and Dinner at Sedbrook Hall Northampton.

BEDFORDSHIRE AREA WEBPAGE

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



Also this month we have the area BBQ at Ricky and Maggie's and really looking forward to it.

Next month it is the Maldon Classic car show on the 13th September. I will away and miss it unfortunately but those of you who are booked in are going to have a great day and many cars

Please mark up your diaries early as the Christmas do will be on the 12th December.

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 2nd - William De Ferrers School (Previously Hyde Hall)
- ✚ August 6th - Club night, Old Windmill
- ✚ August 23rd - Area BBQ
- ✚ September 3rd - Club night, Old Windmill
- ✚ September 4th - 7th - Long Weekend
- ✚ September 13th - Maldon Classic car Show
- ✚ October 1st - Club night, Old Windmill
- ✚ October TBA - Night Run
- ✚ November 5th - Club night, Old Windmill
- ✚ December 3rd - Club night
- ✚ December 12th - Christmas meal, raffle and awards

ESSEX

Co-ordinator Andrew Smith Tel: 01702 511234
Email: yellowstagv8@gmail.com

June was our Summer Picnic run kindly organised by Denis with an excellent run up to Lowestoft to visit the East Anglian transport museum.

Tops down, sunshine and great company but most of all, excellent route Denis, thank you

Last month was National Day and no doubt it will be all over this edition of the magazine. Well done Roger and the team.

Last month was also Rod's 90th Birthday! Never too late to Happy Birthday from us all.

Chris's Long Weekend will have taken place, report to follow. Thank you Chris

This month we will have had the Jaguar Drivers Club Classic Car Show, report to follow



Chris and his bargain Stag

CAMBRIDGESHIRE

Co-ordinator Chris Grove Mob: 07950 022200
Email: chris.grove.stag@gmail.com
Deputy Co-ordinator Sue Cheffins
Deputy Co-ordinator Ivan Higgins
Email: ivan_1961@hotmail.co.uk

The National Weekend event once again was held at the excellent Shuttleworth Collection & Garden. The weather was all that we could have wished for. Sunshine with a cooling breeze blowing across the airfield upon our arrival. We easily spotted our fellow Cambridgeshire members and set up a circle of chairs and the "Natter" began (Photo: Cambs. Circle).

Seeing so many of our beloved Stags lined up together showing a great variety in colours, was sure to start the conversation as to which is your favourite Stag colour. Shuttleworth provides plenty of differing interests from the museum hangers, a summer fayre and walks through the beautiful gardens to the Victorian Mansion. The various companies exhibiting with their stalls also provided interest and were pleased to discuss Stag issues with members. A big thanks to Roger Kennedy and his volunteers for their event organisation.

We welcomed at our N & N in February new members, Chris and Frances Jossaume, who had recently acquired their Stag and had a really interesting story to tell,

Most Triumph Stag owners spend years searching for the right car. Chris's journey began with a £7 raffle ticket.

He entered an online competition back in December, largely on impulse, although there was a personal connection behind his choice. In the 1970s, his aunt owned an Inca Yellow Stag, and some of his fondest childhood memories are of being driven around on sunny days with the roof down. Those experiences left a lasting impression, so when a Stag appeared as the prize, buying a £7 ticket felt like an opportunity worth taking. His interest in classic cars stretches back even further. As a

child, his father owned and meticulously maintained a Ford Model T, and Chris spent many happy hours in the garage helping with servicing and repairs. In fact, it was the first car he ever drove on the road after getting his provisional licence. Those early experiences gave him both an appreciation of vintage vehicles and the satisfaction that comes from maintaining them. While this is his first Stag, it is by no means his first venture into classic motoring, albeit after a gap of around 30 years. A few weeks later, he received the call. Rather than winning a modest prize, he had won a 1975 Triumph Stag automatic in Carmine Red, registration JOJ 681N, delivered straight to his driveway. It turns out those online competitions aren't all scams after all! Rather than simply viewing the car as a lucky windfall, Chris approached ownership methodically. His plan was to enjoy the Stag throughout the summer, carefully record every penny spent, and then decide in the autumn whether the enjoyment justified the cost. So far, the answer has been a resounding yes. Of course, owning a classic car doesn't mean cost-free motoring. Around £2,500 has already been invested in sorting various issues. Like most Stag owners, Chris has become familiar with the model's quirks, tackling an intermittent hot-start problem, squealing brakes, cooling system issues, front suspension work, and even repairing the soft-top frame with a carefully fabricated riveted gusset plate. None of these jobs has been particularly daunting. Instead, each one has increased his confidence and strengthened his connection with the car. It is no longer simply a prize – it has become his Stag. One of the biggest surprises has been the reaction from the public. Wherever it goes, the car attracts attention. Complete strangers stop to chat, people photograph it at petrol stations, and it has even received invitations to appear in a short film and on a well-known classic car YouTube channel. That's quite a return for a £7 raffle ticket.

Although the Stag hasn't yet ventured on any long-distance tours, it has proved completely reliable on local runs of around an hour. Chris even considered taking it on a trip to Scotland with his wife, Frances, imagining the V8 burbling through the Highlands with the roof down. In the

end, common sense prevailed, but that trip remains firmly on the bucket list.

The final verdict won't be delivered until autumn, but the financial equation is already becoming less important than the experience itself. Stag ownership is about far more than pounds and pence. It's about the unmistakable soundtrack of the V8, the camaraderie of fellow enthusiasts, the satisfaction of solving mechanical challenges, and the smiles the car brings wherever it goes.

When autumn arrives, Chris will revisit his original plan and decide whether to keep the car. Those who already own a Stag probably know exactly how that decision will end. (Photo: Chris and his bargain Stag)

Chris

DIARY DATES

- ✔ Sunday 23rd August Bottisham Airfield & Museum, Bottisham, Cambridge
- ✔ September To Be Advised
- ✔ Wednesday 21st October Quiz night with Jeff Boston at Admiral Wells, Holme
- ✔ Sunday 29th November Cambridgeshire Area Year End Lunch and Secret Santa

HERTFORDSHIRE & N. LONDON

Co-ordinator Peter Goodman **Mobile:** 07957266173
Email: goodman101.pg@gmail.com

Hi All, well the last month kicked off for the Herts area with a breakfast meet in mid-June at The Red Lion, Waterend. Eight of us in four Stags took our usual places in the car park before heading inside for an excellent breakfast. I'm afraid I monopolised the conversation a little with questions over how best to test if the viscous coupling had failed on my Stag. (Tends to get hot when idling in traffic, but cools down again when traffic speeds up!) Apparently it's a classic symptom which I discovered by accident, but it makes sense. So afterwards in the car park, we were spinning fans and testing rotational stiffness of the blades, (with the engine off of course!), finding one car to have higher resistance than the other three, even though mine was the only one showing signs of getting warmer than it should! I've now ordered a new one and once fitted would hope the problem would disappear.

Our next event was the Marsworth Steam Rally. This was probably the closest event of the year to me! At a mere 9 minutes away from home there was no danger of arriving late, but even so, we found it to be very busy with spaces going fast when we did roll up. A few of our area members got display tickets and I must have seen at least a half dozen other Stags spaced around the field. The weather was really hot and so we were grateful that Martin had brought his Routemaster bus instead of his Series 1 Landrover, as apart from looking amazing in its pristine

green livery, it gave us sufficient space to keep cool in its shadow! Apart from the huge array of vehicles, full size and mini traction engines and demonstrations from a working, static, 27 litre V12 Merlin engine, the field was overflowed several times by a Douglas DC3 Dakota, part of the Battle of Britain Memorial Flight, which caused great interest!

Then followed our monthly meet at The Woodman Inn. I'm assuming here that the poor turnout was due to it being the peak holiday season? As it was, the addition of Dave Roberts saved the meeting from becoming a date night with my wife Yvonne!

The last event of the month was of course National Day(s), held once again at The Shuttleworth Collection, Old Warden Aerodrome. Coinciding, as last year, with the summer and craft fair, there was a lot to see and do. All credit must go to Rog Kennedy and his team for putting on a marvelous event. The hog roast on Saturday evening did not disappoint and the Bedford Brass Band playing in the marquee made it all the more enjoyable. The weather of course was amazing with everyone looking for some sort of shade from the relentless heat! Look out for a more detailed write up of the day(s) elsewhere in this or next month's magazine.

P.S. My new viscous coupling arrived, I fitted it and I'm pleased to report the overheating problem has disappeared!

Peter Goodman

DIARY DATES

- ✔ Thursday 6th August – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 3rd September – H&NL monthly meet from 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)
- ✔ Thursday 1st October – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
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SUFFOLK & N. ESSEX

Co-ordinator Tim Hart **Mobile:** 07749 895710
Email: suffolk@stag.org.uk
Deputy Co-ordinator Peter Jones: 07850 319992

Hi All, well the last month kicked off for the Herts area with a breakfast meet in mid-June at The Red Lion, Waterend. Eight of us in four Stags took our usual places in the car park before heading inside for an excellent breakfast. I'm afraid I monopolised the conversation a little with questions over how best to test if the viscous coupling had failed on my Stag. (Tends to get



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SUFFOLK AREA WEBPAGE

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

OUT & ABOUT

M I D L A N D S

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Co-ordinator Phil Gunn **Mobile: 07542 338100**

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Crooked Spire Classic Tour
Our second Crooked Spire Classic road run this year was the Father's Day Classic Tour, starting and finishing at Barlow Village Hall, near Chesterfield.



This year's route took us through Derbyshire and into Staffordshire, going through Holmesfield, Fox House, Grindleford, Bretton, Castleton, up Winnats Pass and out towards Leek and Congleton, before turning into Buxton and a lunch stop in front of the Pavilion, a distance of 44 miles. After lunch out towards Longnor and into Staffordshire, in Hulme end we were back in Derbyshire, through Hartington, on to the A515. We got to this junction just at the wrong time and it took ages to get out as it's a very fast road. We headed towards Matlock, across to Youlegreave, Bakewell, Chatsworth Park, through Rowsley and in a roundabout sort of way. Back into Chesterfield and then Barlow. The total distance was about 90 miles, on some beautiful roads, except those with large pot holes and there were plenty of them!

As always, the route was well planned and the organisation up to their usual standards, a good day out where the car gets used along with like minded people.

For next year's booking or to look at photos of previous events, www.crookedspireclassic.co.uk

Canal trip

Co Ordinator Phil is a volunteer at the Peter La Marchant Trust on the Grand Union Canal, Loughborough and last year suggested a trip on the canal this summer. June 25th soon came round and 22 of us met at the canal in Loughborough, the weather being a bit of a concern as it was so hot.

Once settled and with drinks provided we set off for the Plough Inn at Normanton On Soar, a trip of about 2 hours, under very low bridges and through two locks, near one of them, the Bishop Meadow lock was the half sunken remains of what is thought to be one of the Dunkirk "little ships", a sad end if that is what it is. Myself and Paul had a go at steering, not as easy as it looks and Paul took to it much better than I did. Everyone else was more sensible and left us to it. Sitting inside the boat was mostly cooler than sitting outside so we did swop around a bit.



Once we reached the pub, we had lunch, which did get a bit confusing with who had ordered what, but we were all fed.

The return trip was another peaceful 2 hours, arriving back at the Peter Le Marchant Trust mooring at around 3.15pm.

An interesting place and all the volunteers who were with us were friendly and informative, a big thank you to them and to Phill, who spent the whole 4 hours outside in full sun.

It was a great day out and a date has been set to do it again next year, but go the other way. Let Phil know if you are interested in going.

For anyone interested in the Trust, have a look at www.plmt.or.uk

Andrew

National Day, Shuttleworth

Having resolved my car's starting in hot weather problem and fitting a new ignition switch, we set off for Shuttleworth, using the A1 to avoid the British Grand Prix traffic. All went well until we got within 30 minutes of our destination and the car just stopped, the engine cut out and wouldn't restart. Help arrived from a couple in a red Stag, Geoff and Ann from Peterborough who were also heading to Shuttleworth. A spark test proved there was power, but then the car started and was fine for the rest of the day including the journey home. Another electrical puzzle to solve!

The day was very good, I guess around 100 Stags or so and 50yds away, the Volvo Club were having their National Day.

We did the short trip to the house on their 1913 Leyland bus, 12mph top speed, but immaculately restored in to it's original livery.



It was the Shuttleworth Summer Fete, with live music, Fire Brigade accident rescue demonstrations, low level drone flying competitions, a few hot rods from the NHRA and model hovercrafts, I never realised how much I needed one until I saw these!

We spent quite a long time looking at the various vintage aircraft, buses, cars and whatever else that has been collected over the years. Some of the very early "flying machines" are airworthy for short hops only, but I'm not sure I would want to try them, they look so fragile.

As usual we were among the last to leave and as there were very few people about I took the opportunity to take a photograph of my car in front of one of the hangers with a Spitfire in it.

It's a fascinating place and one I would like to go back to when they have one of their flying days.

As for the Stag, we got home with no problem and on Monday started by checking the new ignition switch with my electronics engineer neighbour, he said that was the last thing we fitted to it, so that is where we start and he found the white ignition wire terminal on the switch itself was a bit loose, so could in theory cut the power off momentarily. That has now been soldered so hopefully it won't happen again.

Andrew



Wonderland Classic & Sports Car Festival

Organised by the Capri Club at a new venue which was the 'Powerhouse & Headstocks' in Clipstone, near Mansfield. These were the world's tallest headstocks when first built, standing at 200ft high. Now a privately owned building/museum they offer tours on Fridays which gives a fascinating experience of mining, military and local history dating back to 1885. They were also offering tours on the day.

Richard and myself, Ian and Tony B in 3 Stags from our area and Nicky & Tony appeared in a beautiful Red Alpha Romeo and parked behind us which was a nice surprise.

The weather was hot but a little too windy to put up the new fishing umbrella I had bought to provide shade or shelter! We did need a little shelter at times from the odd outbursts of rain, but mostly a nice day.

The festival is a weekend event which offers camping from the Friday and the main show days are Saturday and Sunday. There was an amazing amount of classics on the Sunday, including lots of Fords of course as it's organised by the Carpi Club! There were food stalls, entertainment, live band 'the Moonshiners' rock and roll music and a local colliery band, a few car accessory stalls and 'Mr Whippy' which was of course the most popular trader.

Really enjoyable day and definitely consider attending next year.

Yvonne

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. Please get in touch if you want anymore information.

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 35 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 September

Events and Shows for 2026

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, please 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 or not confirmed.

9th August Ilkeston Classic Car show

15th August Barlow Carnival info@barlowcarnival.co.uk

15th August Ibstock Country Show

29th August Gloucester Goes Retro

31st August Pershore Plum Festival

12th – 13th September Road, Rail and Ale, Statfold Railway near Tamworth

20th September Hinckley BID Classic Car Show

NOTTS / DERBY AREA WEBSITE

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

WARWICKSHIRE / LEICESTERSHIRE

Co-ordinator Tony Lapworth **Mobile:** 07906 971960
Email: tony.lapworth@outlook.com

Deputy Co-ordinator Stephen Cox: 02476 465720
Email: stephen.cox27@btopenworld.com

Just returned from another great weekend at the Shuttleworth Collection for our National Weekend. Well done to Roger Kennedy and team for a super weekend.

Back to reality now with a bump. Lots in the schedule for me as always.

Rear light cluster to replace for my daughter after a slight reversing incident.

Thanks to Nick Rowland for delivering the replacement unit to me at Shuttleworth, after I'd forgotten to change delivery address from his club eBay gazebo purchase to my home address.

Now we're in the swing of the season and the well into the cricket season and my spare time is extremely limited, therefore little progress on projects I'm afraid.

We have lost our Warwickshire meeting venue the Bulls Head due to yet another pub closure. Someone has to do something soon, else we'll all be drinking wine in trendy wine bars and sitting outside in pavement café's.

Anyway, Warks/Leics members look out for emails/whatsapps re new venues.

Check out diary dates on our website and let me know if you're wanting to join in any event.

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 - Every FIRST TUESDAY evening of the month, from 6:30pm, unless otherwise advised below. – Check emails and whatsapp msgs as Bulls Head is now closed

LEICESTERSHIRE - Every THIRD TUESDAY evening of the month at THE CHARNWOOD ARMS, Beveridge Lane, Bardon Hill, Coalville, Leicestershire, LE67 1TB from 6:30pm, unless otherwise advised below.

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

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

Recurring events.

1st Sunday of the Month – Middleton Hall nr Tamworth. - £5 per car. Just turn up? (Starts again April 26)

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 2026.

✔ Sunday 9th – Fairfield Steam Railway and Boat Charity Event – book direct but let Tony know.

✔ Sunday 16th – Ibstock Country Fair – Let Paul Smart know.

✔ Saturday 22nd – Gloucester Goes Retro – Book Direct – let Tony know.

✔ Monday 24th Pershore Plum Festival – Bookings CLOSED.

September 2026.

✔ Sunday 20th – Hinckley Show – Book Direct

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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



Stags at Highnam Court

SOUTH BIRMINGHAM

Co-ordinator James Scott *Mobile: 07970 206829*
scottygsxr@gmail.com
Deputy Co-ordinator Noel Sargent: 07515 994711
Email: nksar@btinternet.com

Noel's Notebook
 Well, in stark contrast the June N&N meeting the July gathering was very well attended with 15 members and many of their partners alongside a quite impressive display of Stags on the car park. Of course the delightful weather helped too.

As usual there were lots of interesting conversation taking place on a variety of subjects together with the banter and laughter. A very enjoyable evening had by all.

A new member to our group, Ed Hathaway, joined us and I would like to take this opportunity to express a very welcome to him on behalf of the South Birmingham members.

During June some of our group attend a variety of classic car events such the Highnam Court Family Day near Gloucester and nearer to home the Belbroughton Classic Car Show. Just shows how the sunshine brings out the Stags!

In a change of subject Scotty told me that Alan's drive shaft splines were shot and the quiller shaft bearing had also given up. So they are planning to replace the bearing and change the drive shaft for those with constant velocity joints. I hope the work all goes smoothly for them as I know from experience that taking the differential out is a pig of a job. Best of luck guys!

Noel Sargent.

DIARY DATES

August

- ✔ 2 Trimpey Vintage Rally Bite Farm, Trimpey, DY12 1NU
- ✔ 8/9 Championship Challenge Shelsley Walsh, WR6 6RP

- ✔ 9 Classic Motor Show Clungunford Village Green, SY7 0PP
- ✔ 16 Classic Car & Craft Fair Cuan Wildlife Rescue, Much Wenlock, TF13 6DD
- ✔ 19 Wheels on Wednesday Avoncroft Museum, Bromsgrove, B60 4JR
- ✔ 20 Cars in the Valley Shelsley Walsh, WR6 6RP
- ✔ 22 Food & Fuel Shelsley Walsh, WR6 6RP
- ✔ 31 Pershore Plum Festival Pershore
- ✔ 31 Bowling Green Classic Cars Droitwich Rugby Club Hanbury Rd, Droitwich WR9 7DU

September

- ✔ 6 Classic & Retro Himley Hall, DY3 4DF
- ✔ 6 Breakfast Club Shelsley Walsh, WR6 6RP
- ✔ 6 Rubery Festival St Chads Park, Rubery
- ✔ 12 Hampton Ferry Car Show Boat Lane, Evesham, WR11 4BP
- ✔ 12/13 Harvest Festival Meeting Shelsley Walsh, WR6 6RP
- ✔ 12/13 Road, Rail & Ale Statfold Narrow Gauge Museum
- ✔ 17 Cars in the Valley Shelsley Walsh, WR6 6RP
- ✔ 19 Chill on the Hill Shelsley Walsh, WR6 6RP
- ✔ 19/20 Stoke Prior Steam Rally Little Intall Fields, Stoke Pound, B60 4LF

SOUTH BIRMINGHAM AREA WEBPAGE

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

SHROPSHIRE & SOUTH STAFFORDSHIRE

Co-ordinator Carol Tyler-Morris
Email: sandss@stag.org.uk
Deputy Co-ordinator Steven Ellison: 07710 642963
Email: steven.elison@icloud.com

We meet on the second Tuesday of each month at The Edmond Lion in Edmond near Newport Shropshire. Last month on 9th June we had a good meeting with Stag friends.

One of our members has been busy advising a lady on the problems and solutions with her Stag which she was thinking of selling but has now decided to have the problems fixed and keep to enjoy. We need to change the battery on our Stag and the advice we have received has been invaluable, thank you to our members.

Our member Peter Napier has organised a run to Whitley Court on 23rd July, I am sure we will all have a most enjoyable day.

Other members will be attending the TR Register Shrewsbury Classic Car Festival on 12th July one of many events this time of year for members to enjoy.

We will be having a quiz night on 10th November as pre Christmas fun.

DIARY DATES

- ✔ 19/7/26. Walsall Arboretum Car Show
- ✔ 23/7/26. Our run to Whitley Court
- ✔ 10/8/26. The Wagon and Horses car meet
- ✔ 13/8/26. Ternhill Classic Car Meet.

Happy motoring
Carol co-ordinator
Shropshire and South Staffordshire Stag Group

WORCESTERSHIRE

Co-ordinator Paul Catterall **Mobile:** 07443 871543
worcesterstags@gmail.com

Deputy Co-ordinator Roger Robertson: 07970433013
Email: whitestagman@gmail.com

More bad news about N&N venues. At our June N&N we decided to move permanently to The Crown and Sandys at Ombersley, and we now hear that this venue is up for sale and will be closing in 3 months. We are still OK here for our September

and October meetings and after that we will move to our breakfast N&N's so we are OK until April next year. However they have also cancelled our Christmas dinner booking so we need suggestions to replace this.

I have had a quick look at alternatives for our N&N, one wanted £50 a night just for us to meet up, and another one that has been in the past is also on the market, so that 3 potential venues within a 5 mile radius up for sale. I suppose it's a sign of the times.

The good news is that there is plenty of time to find somewhere. Please keep a close eye on my emails so you will know where we are, and don't forget our August N&N is our traditional meet at The Fleece at Bretforton.

It was relatively quiet in June, but we had an excellent run through the Cotswolds organised by Dave and Jan.

Starting at Hillers Farm Shop, we drove through Wixford and Welford, then onto Chipping Campden, Shipston-on-Stour, and back through Moreton-in-Marsh, Saintbury and Honeybourne to our lunch stop at The Broom Hall in Broom. A very pleasant mixed run through some very pretty villages in the Cotswolds. Thank you Dave and Jan for taking the time and trouble to organise our day out.

DIARY DATES

- ✔ 6 Aug - 7pm N&N and Morris Dancing at The Fleece, Bretforton
- ✔ 16 Aug - BBQ at Roberts
- ✔ 14 - 16 Aug - Car Club Fest, Malvern
- ✔ 31 Aug - Pershore Plum Fayre
- ✔ 3 Sept - 8pm N&N, Crown and Sandys, Ombersley
- ✔ 5 Sept - Peopleton Autumn Show
- ✔ 6 Sept - Malvern Village Fete
- ✔ 13 - 18 Sept - Autumn holiday to Kent
- ✔ 19 - 20 Sept - Stoke Prior Steam Rally
- ✔ 1 Oct - 8pm N&N, Crown and Sandys, Ombersley

WORCESTERSHIRE AREA WEBPAGE

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



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OUT & ABOUT

NORTH EAST

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CLEVELAND & CO DURHAM

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The Barnard Castle Classic and Retro Car Meet took place in the grounds of the school again on Sunday June 14th. We had seven stags present along with Les Johnson who had travelled down from Annfield Plain in his shiny red Sebring Austin Healey replica, which had us all looking over it and asking a number of questions about it, which Les happily answered. The dales run was slightly different this year, basically in the opposite direction with a slight diversion due to a bridge closure. On returning from the run this time, disappointingly, despite assurances, we could not park together so ended up being separated, though I don't think it spoiled anyone's enjoyment of the day.

The following Saturday was Stokesley Classics on Show. We had been invited to join with TR Register Cleveland on their stand. In the end a disappointing turnout of just four TRs and three stags with lots of spare space. It was, however, a lovely day with lots of cars and various stalls to enjoy in the glorious sunshine.

Into July and two C&D stags, Peter and Debbie, Mike and Sylvia met up at Huntingdon on the way to SOC National Weekend at The Shuttleworth Collection in

Bedfordshire. On Saturday we followed the excellent run through the fabulous countryside taking in lots of scenic villages and a couple of stops for refreshment before returning to Shuttleworth for a ride on the 1913 bus to the house and Summer Fete. Then time to return to the marquee in time for the brass band and hog roast with the very welcome beer bus to quench our thirsts after a long hot day. Returning on Sunday with time to look around the cars, catch up with friends and take in the spectacular collection of vintage planes and more, which are all kept in full working order. To close the weekend there were a couple of prizes to give out, with Peter and Debbie winning one, furthest travelled stag to get to the show. We must have been a close second, but who remembers runners up? All in all, it was a fabulous weekend away in glorious sunshine. On behalf of the four of us grateful thanks to Roger Kennedy and his team for all their hard work which resulted in such an enjoyable occasion.

Mike & Brian

NORTHUMBRIA

Co-ordinator

Roland Tate

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Deputy Co-ordinator

Brian George

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We welcome another new member David Foggini who is seeking a period radio for his white Stag; Simon is busy installing a fresh set of heads, Malcolm eventually revealed his new Lotus Esprit after fitting a new steering rack; and Les unveiled his 1950s London taxi, a period piece so authentic it actually arrived with the meter running! Anyone contemplating the dark art of replacing their front-throttle-linkage operating rods should consult Ken and Chris C who have achieved



Peter and Debbie winning the prize for the furthest travelled Stag to get to the show





guru status. Ken also made his white Stag available for a professional photo shoot on the Ayton Castle Estate near Berwick – thank you Ken and we hope you and Pam enjoyed your day.

Following our memorable visit in May 2025, we were tempted back on 27 June to Dilston Castle fayre by free bacon butties and hot drinks. 13 Triumphs parked up in sunshine by Dilston College built in 1835; there was a craft fair, live music and several of us 'enjoyed' a historically detailed and extremely enthusiastic 90 minute talk and tour of the Jacobean chapel and castle by the president of the Jacobean Society which at £5pp represented excellent value per minute! It was nice to meet Dave & Claire in their magenta Stag; also Trevor & Kath revealing their brown TR6 for the first time.

On 28 June we joined forces with the TR Register to drive from Stanington in convoy to Longwitton Hall, never before visited by classics. 22 magnificent Triumphs including Ken this time in his 2000 Mk1 (stalwarts Maurice & Stella in their daily driver but not for much longer) lined up on the manicured lawn in sunshine in front of the Grade II listed early 18th century private country house. Our host Michael revealed his Morgan Plus 8 in one of the stables; and gave us an interesting talk then allowed us to roam the gardens. We raised charitable funds of £345 for our hosts' chosen charity the National Garden Scheme. After our visit 16 of us drove on B roads via Alnwick and Denwick avoiding the A1 to The Rockinghorse Café hidden on a farm in Rock – we were made most welcome but overwhelmed the young staff some of whom spent almost as much time sitting in our cars as serving at tables!

Our final meeting of the month on Tynemouth headland was cancelled because the display area was temporarily unavailable. Instead, eight of our Triumphs met on our cul-de-sac in Whitley Bay; tasty homemade cheese scones were supplied free of charge by one of the senior residents of the cul-de-sac who has now been promoted to Club Head of Pastry Operations. We hope to maintain this pricing structure going forward. Coffee was drunk to accompany the unmistakable off-beat V8 burble which seemed to wander round the street looking for anyone

still asleep. Elderly residents opposite reconsidered their life choices. 3 teenagers appeared who really loved the cars. After an hour eight Triumph engines started up, broadcasting their intentions somewhat louder and for longer than was necessary; we all cruised along the sea front to St Marys Island where our 8 classics lined up in the sunshine providing interest for members of the public. A tidy £64 was collected on the day for Marie Curie.

Members from across our NE Region (and beyond) are especially welcome to our last two Flagship events of the year – email if you would like to join us – details to follow.

DIARY DATES

- ♥ 9 Aug – Drive to Courtyard Cafe Beadnell
- ♥ 23 Aug - Flagship event - drive to Tudor Grade I listed private country mansion in same family ownership since 1402 making this one of the longest held estates in England. Tour by owner
- ♥ 13 Sept - Flagship event – drive to Georgian Grade II listed private mansion in manicured grounds – home to the Mayor of Newcastle in the 18th century. Meet owner - short talk
Roland & Brian

WEST YORKSHIRE

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As we move through another memorable summer, many members will no doubt have been enjoying the exceptionally warm weather that has graced much of the country in recent weeks. For many of us, these conditions bring back fond memories of the 1970s, an era often remembered for long, hot summers and, of course, the decade in which many of our beloved Triumph Stags first left the production line. While modern motoring



The Dell Lines stag engined saloon

technology has evolved considerably since then, these classic vehicles continue to demonstrate just how capable they can be when properly maintained. That said, even well-cared-for classics can occasionally provide a reminder that vigilance is still required. I recently experienced such a moment during what proved to be an exceptionally busy day with three very different engagements. The first was the funeral of our late member Amanda Fawcett. Five Stags attended as a mark of respect, while several other members came in their everyday vehicles alongside Amanda's family and close friends. It was a fitting tribute and an opportunity for the club community to come together in support and remembrance. Following the service, I set off to collect a friend and his wife from the airport. During the journey, I noticed that the temperature gauge was showing readings that were higher than expected. Naturally, this raised concerns, particularly given the warm weather. After stopping to investigate, I discovered that the auxiliary electric cooling fan had ceased operating. Fortunately, there were no visible signs of overheating under the bonnet, and the expansion tank contained an adequate coolant level. This led me to suspect that the fault may have been related either to the fan itself or potentially a voltage stabiliser issue. With careful driving and constant observation of the gauges, I successfully completed the airport collection. An amusing side note from the journey was my friend's wife expressing surprise at the lack of rear seat belts. In more than twelve years of ownership, it was the first occasion I had carried passengers in the rear seats. While understandably apprehensive at first, she later admitted that she had thoroughly enjoyed the experience and appreciated the unique character of travelling in a Triumph Stag. The final engagement of the day was my niece's prom night, an event that held particular importance for our family. By that point the temperature had eased slightly, allowing the journey to proceed without further concern. A few days later, following the installation of a replacement electric fan and a new voltage stabiliser, the cooling system was once again operating as intended, providing welcome peace of mind. Having recently returned from

holiday, I unfortunately missed several local events that took place across the West Yorkshire area. Nevertheless, reports from fellow members indicate that attendance and enthusiasm remained strong throughout the month. One highlight was our third annual visit to the Blane Village Show. The Triumph Stag presence was particularly impressive, with our cars outnumbering any other single vehicle type on display. As in previous years, the relaxed atmosphere made for an enjoyable day. Several members, together with their partners, took advantage of a tractor-and-trailer ride to the local public house, while others remained on site enjoying the show's food stalls, refreshments and entertainment. A silver band provided a wonderful soundtrack for the afternoon, performing a range of familiar favourites that were appreciated by visitors of all ages. As the evening progressed, most members departed for home, although a small number had brought caravans and stayed for the remainder of the weekend. Another major event on the calendar was the Castle Howard gathering. Unfortunately, this was one event that I was unable to attend personally. Feedback suggests that our numbers were slightly lower than in previous years, largely due to health considerations and the practical realities of long-distance travel for some of our members. Nonetheless, the event was reportedly very enjoyable, and it provided valuable opportunities to meet and engage with Stag owners from other regions. Such interactions are always beneficial and help strengthen the wider Triumph Stag community. More recently, members attended the Triumph gathering at The Motorist near Sherburn in Elmet. This popular venue once again hosted an impressive display of Triumph vehicles. Around fourteen Stags attended alongside an excellent selection of TR3s, TR4s, TR6s, TR7s, TR8s, Dolomites and Spitfires. Among the most interesting exhibits was a unique conversion originally built by Dell Lines of Atlantic Garages during the 1970s. The vehicle combines a Triumph 2000/2500 saloon bodyshell with a Triumph Stag V8 engine and is currently owned by Andy Roberts. Its engineering and history generated considerable interest among attendees, and we hope that Andy may be able to join us for a future

Noggin and Natter evening to share the story behind this fascinating vehicle. Looking ahead, we have a busy programme of events still to come, and it is encouraging to see members continuing to support club activities despite the challenges that inevitably arise with both people and vehicles as the years pass. The strength of our area remains the enthusiasm, friendship and willingness of members to help one another. Whether attending a major national show, supporting a local gathering or simply enjoying a drive out in the sunshine, the shared passion for the Triumph Stag continues to bring us together. I would like to thank everyone who has attended events, represented the club and contributed to making this summer another successful season for the West Yorkshire Area. I look forward to seeing many of you at forthcoming meetings and events over the coming months.

NORTH YORKSHIRE

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Well it's August already and we've got a few meetings and runs under our belts.

Our monthly meetings, the first Sunday of the month, at The Watermill Bar & Grill, Carlton Miniott are a great way to keep in touch with what's going on and get to know people. It would be great if more members could attend and share their views and ideas on what they would like to see happen and how to move the club forward. We are considering maybe having a weekday evening Noggin & Natter, particularly during the summer months. If anyone has any ideas about the venue and/or time of these meetings which they think might work better, please let us know.

Our second organised run took place on Saturday 13th June and yet again we were lucky with the weather. We all met at Tates Garden Centre in Ripon and enjoyed a hearty breakfast in the café. We have to say the food there was exceptionally good. We set off together and after a swift re-group in Masham Market Place, we took in amazing views past Leighton Reservoir and over Colsterdale Moor, dropping into Lofthouse and then on to Pateley Bridge, stopping for lunch at The Wellington Inn in Darley. The lunch was excellent and we had such a good time chatting and catching up, that time got away from us. We all agreed not to continue for the last leg of the run as it was getting late, but even so, it was a very enjoyable day out. There is always room for more members and their pride and joy, so don't be afraid to come and join us.

Maynard and Jennifer Flint attended the Father's Day Classic Cars at Castle Howard and reported back that they had had a great day there. Maynard said: We arrived at Castle Howard just after 10am. Most of the Stag group



had already arrived and were in the process of erecting the two gazebos. Two more Stags arrived shortly after us, making a total of at least fifteen cars. The weather was beautiful and warm with just a slight breeze. As usual there was a good selection of other classic cars to be admired. The day had a most relaxing atmosphere. Some members just enjoyed sitting chatting, others visited the various stalls, purchasing things they might need someday! Some of our ladies were observed engrossed in a game of Boules. The event started to wind down about 3.30pm however, we were complimented by one of the organisers for remaining until the event finished. The gazebos were dismantled and we departed for home having had a really enjoyable day.

Meanwhile some of our members attended the Cold War Wheels at Elvington Air Museum. Again, the weather was a scorcher so hats and suncream were out in abundance. The event was well organised with a great little café on site although most chose to bring a picnic. We had a good turnout of Stags and there were plenty of other classics on display. The aircraft were impressive to see and we were treated to a rendition of time appropriate music and announcements throughout the day. Due to the hot sunshine, we all commenced the departure around 4pm after having a fabulous day out.

DIARY DATES

- ✔ Sunday Lunch meetings – 2nd August, 6th September, 4th October – The Watermill Bar & Grill, Carlton Miniott, YO7 4NJ
- ✔ Saturday 1st August – Hebden Bridge Vintage Weekend – Calder Holmes Park, Hebden Bridge, HX7 6JE
- ✔ Saturday 8th August 10am – NYSOC 6 Dales Run – Tennants Auctioneers Café, Harmby Road, Leyburn, DL8 5SG
- ✔ Sunday 13th September – Hunton Steam Gathering – Bedale Road, Hunton, DL8 1QF



LINCOLNSHIRE / HUMBERSIDE

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With the holiday season in full flow, numbers of attendees were down on what was a warm summer evening at the Ferry Boat in Washingborough, Lincoln.

There were 3 Stags in attendance including deputy Paul's Saffron Stag.....Simon with his classic 70's colour Stag and two first time attenders, with Andy Bodman and his white Stag.

On the Sunday before the June meeting, I had met Andy at the Ropery Classic Car show in Barton on Humber, and Andy was keen to attend group meetings.

Another new attender was John Harris, who drove up in a very nice Valencia Blue exampleafter meticulous research and many viewings, John has now taken the plunge into Stag ownership.

DIARY DATES

☛ Sunday 26 July- International Bomber Command Centre (IBCC) Bracebridge Heath, Lincoln.

10 spaces reserved for a photo-shoot in front of the Visitor Centre.

Cars to be in place by 9.30am

Free Guided Tour at 10.00am

☛ The Walled Garden, Baumber - details TBC

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OUT & ABOUT

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MANCHESTER / CHESHIRE

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Deputy Co-ordinator Paul and Polly Booker: 07703 858150

Our June activities continued with an evening meeting at The General Elliot on Wednesday 10th and although small in number, those attending enjoyed a good catch up and some wholesome food.

The Peaks and Dales run took place on Sunday 14th, starting once again from the Avro museum in Woodford and ending at Peak Village near Matlock. Once again, lots of scenery as we wiggled our way around the lanes of Cheshire and Derbyshire and after a "detour" when some of us went astray, we took the opportunity to re-group at a country pub! The tracker on WhatsApp proving useful again.

Our next show was Sunday 28th June at Lymm Vintage Festival. We had a couple of last-minute changes due to personal circumstances, but 6 cars were on show, and we attracted quite a bit of interest from other owners and a couple of potential buyers who spent some time chatting through their options. Hopefully we will hear more from them soon. As we had some spare space on our stand it

gave us the opportunity to test out our new event shelter, which will certainly come in useful at future shows. At closing time most of us took up the kind offer from Simon and Claire to join in their post-show BBQ, where our hosts treated us to a fine feast.

For the weekend of 4/5th July, 4 cars from our area made the trek south to Bedfordshire for the National weekend at Shuttleworth. We all missed out on this event last year, so it was another chance to go and visit this impressive site and museum. With hot sunny weather and good company, it was well worth travelling the distance and all were impressed with the organisation of the event and the venue. Our thanks go to Roger and his team for their efforts.

That's about it until next month, but please keep me informed of any news on activities, or call me if you need any further information

Nick Rowland

DIARY DATES

August

- ✔ Sat/Sun 1/2nd Hebden Bridge Vintage Weekend
- ✔ Sunday 9th Meeting- Vera's garden party
- ✔ Sat/Sun 15/16th Tatton Park Classic Revival Show
- ✔ September
- ✔ Sunday 13th Meeting venue TBC
- ✔ Sunday 27th Walled Towns Run
- ✔ October Sunday 11th Meeting venue TBC





- ✔ November Sunday 9th Meeting venue TBC
- ✔ Sat/Sun 28/29th SOC National AGM Weekend, Northampton

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

NORTH WALES

Co-ordinator Nigel Cross **Mobile:** 07766 696393
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I missed the "last Thursday of the month run-out" at the end of June as I was away on holiday in Devon, but I am assured it was well supported and enjoyable.

The August meeting was well attended. Items discussed included arrangements for another "Tinker Day" at Andy Fuller's garage unit with 2-post lift, and future shows. The Clwyd Practical Classics event at Caerwys was discussed in detail and a number of those present volunteered to help with show field set-up and marshalling on the day.

The only show I attended since the last report was the Caerwys Agricultural Show which had 5 Stags scattered among the 200 or so cars. The main element of the show was livestock and there were hundreds of sheep, cattle and horses on display, all receiving grooming attention equal to any classic car preparation to make them look their best!

If you want to go to the Tatton Park event in August, please contact me asap to see if I have any passes left.

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, including TSSC and MGOC. There is a run-out, with a pre-booked lunch, on the last Thursday of each month.

2026 Shows

- ✔ Sat/Sun 15th/16th August Tatton Park
- ✔ Sun/Mon 30th/31st August Capesthorpe Hall
- ✔ Mon 31st August Prestatyn

NORTH LANCASHIRE

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NORTH LANCASHIRE AREA WEBPAGE

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

OUT & ABOUT

S C O T L A N D A N D

N O R T H E R N I R E L A N D

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In June three cars from the area attended the Tayside classic show at Errol, near Perth. It's a medium-sized show, but for added interest it's next to the very large regular Sunday market. Co-ordination for this area is of course normally carried out with clinical error-free precision, but not this time.



Errol Show

The stand was booked without realising that the West of Scotland group had also booked a stand. The event organisers placed their stand at the opposite end of the field to our small one, presumably on the assumption that we aren't on speaking terms. Never mind though, we descended upon the West stand and had a grand day. It was good to meet new member Nick Croan from Dundee, who had entered his car in the show.

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.

NORTHERN IRELAND

Co-ordinator Position Vacant
Contact The Co-ordinator Liaison Officer for further information

Deputy Co-ordinator Brian Linden: 07305 361682
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20 June dawned bright and clear giving us a beautiful day for the Kilbroney Classic Car show. A few people had to call off at the last minute, but as per the photograph we had six cars there., Kilbroney is in Rostrevor and getting there meant a trip through the Mourne, after a considerable journey for some.



Kilbroney Show

We now look forward to 22nd July and our meeting at Armagh Planetarium.

Put a note in your diary that we are going to the Mid-Ulster Garden Centre in Magherafelt on Sunday 16 August.

Meanwhile monthly Club meeting at 8.00pm, second Wednesday of each month, Ballymacbrennan Old School, near Lisburn. (its on google maps.)

Brian Linden

Deputy Coordinator



Moffat Show

WEST OF SCOTLAND

Co-ordinator Willie Clark Mobile: 07939 928839

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Deputy Co-ordinator Brian Johnston: 07805 044523

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Show season is now well underway with our last 2 shows held at Errol and Moffat. Errol is fast becoming a very popular show, as it hosts a regular Sunday Market, as well as events such as the car show, each time we visit it is getting bigger. We had a full stand and had to do a bit of nifty parking to allow room for our refreshment tent. We were really lucky that we had a dry and sunny day, as we are in Scotland we haven't had much of the heat or sunshine experienced by everyone south of the border. This year we were invited to take part in a parade around the show ring. Showing our beautiful cars in the ring was lovely but the nerve wrecking

interview with the compare wasn't something any of us wanted to do. Unfortunately I got the short straw to speak (thanks guys) while the other cars circled the arena. They also had a bit of a flyball competition for the dogs, it was fun to watch especially as they were all shapes and sizes, the little Jack Russell with the shortest legs was having a great time.

Our next show was only a couple of weeks after at Moffat. as usual this show is always a great success with a lovely scenic run held on the Saturday and then the main show day on Sunday. For some reason only known to the organisers we didn't get our usual pitch this time. We will try and speak nicely to the organisers to make sure we have our usual place back for next year a few people actually said they struggled to find us. Despite a new location the stand was really busy, it's always nice to welcome back members from other areas who are visiting for the day, also meeting new people who having just purchased or finished restoring their Stag and are now ready to join the club.

DIARY DATES

- ♥ 16 Aug Biggar
- ♥ 12/13 Sept Scone
- ♥ Meetings still held at the Redhurst Hotel, Busby on the first Tuesday of each month.

GRAMPIAN

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Errol Show

OUT & ABOUT

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

Regional Co-Ordinator Situation Vacant, please contact the Co- Ordinator Liaison Officer Peter Jones to discuss the role if you may be interested. coordinatorliaison@stag.org.uk or 07850 319992

COTSWOLDS

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Deputy Co-ordinator Mark Jackson

Email: cotswolds@stag.org.uk

Meetings are held on the last Saturday of the month in the form of a morning drive followed by lunch, with details circulated shortly before or on request.

Our visit to locally based Arctic Dry Ice revealed an interesting alternative method of cleaning vehicle undersides and engine bays, amongst other things. The basic process of pressurised application of CO2 'dry ice' crystals via lance and nozzle is less aggressive than traditional alternatives, but nevertheless careful inspection is carried out prior to procedure. Following the clean are options of coating with rust killer and either clear or black wax based product, with further choice of spraying the underside in body colour.

We were unable to witness the process due to health and safety (noise) restrictions but I must say the end result on a 14 year old Mercedes was impressive.

All at a cost of course, but potentially a good way to prepare a vehicle for welding or mechanical repairs and there is also a branch of the business in Derby should you be based further north.

Many thanks to Barrie and Pat for planning our June meeting route which served to remind that we do still have quite a lot of unspoiled countryside despite relentless and largely inappropriate building. Paul and Clare brought

their Bond drop-top for added interest and we welcomed recently re-joined Ian with son Chris, now enjoying their Stag after extensive restoration. We were also pleased to see long time member (also Chris) who found a rare opportunity to join us.

This appears to be the season of universal joint failure in both drive and prop shafts so may also be the time to inspect for the tell tale rust to bearing cap or on the spider adjacent to bearing. Blueing due to heat is also a clue, probably accompanied by audible metal to metal conflict when turning the shaft by hand.

Note also that some shafts have the benefit if grease nipples.

A splendid turnout of 12 Cotswolds Stags joined a total of 31 entered from Wiltshire, Worcester and elsewhere for an enjoyable and social day in the lovely gardens at Highnam Court, creating an impressive but slightly crooked line up. John and Helen also joined us, having brought their lovely Interceptor which was parked with it's stablemates. Useful information was exchanged and advice given to interested parties, one of whom proved disappointedly to be too tall to fit in a Stag.



Concerned by elderly wiring and poor instrument lighting, one of our members has replaced the fuse box and upgraded to LEDs. Whilst largely dismantled the opportunity was taken to re-veneer the dashboard with an overall result of fully working electrics and properly illuminated dials in a very smart period appropriate dashboard.

DERBYSHIRE TRIP September 16th - 20th

Mentioned as a gentle reminder, this was organised



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



many months ago and is fully subscribed. However, it may be possible to join us if you are able to arrange suitable accommodation near to Hulme End and Hartington which straddle the Staffordshire / Derbyshire border.

STANWAY CLASSIC CAR SHOW Saturday September 12th

With a very attractive setting, this may be worth adding to the calendar. Scant information available other than 1400 - 1700 and £5 per head public admission. Hopefully car display details may be obtained via email to stanwaycars@gmail.com

DIARY DATES

Entries below are for information and do not guarantee Area attendance.

- 🚗 August 29th: Gloucester Goes Retro
- 🚗 August 31st: Pershore Plum Festival Show
- 🚗 September 12th: Stanway Classic Car Show
- 🚗 September 16th-20th: Derbyshire trip

COTSWOLD AREA WEBPAGE

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

WILTSHIRE

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Deputy Co-ordinator John Garnett **07484 260374**

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This has been the busiest month that I've known while being Wiltshire Coordinator, John & Julie, Carol & I have returned from a great 1300 mile Road Trip around the Pyrenees, taking in Spain, Andorra and France, There will be a full write up on our adventure in a later magazine, but suffice to say both cars performed impeccably, even in temperatures in excess of 38deg.



Unfortunately, the weekend of the Stag Owners Club National day at Shuttleworth clashed with one of our best classic car shows, that is the Highnam Court (Glos) Family day. Well over 250 Classics turned out, including 25 Triumph Stags, from Wiltshire, Cotswolds, Worcestershire, and a few others. Its a great venue, the gardens are stunning, with the roses in full bloom, the entertainment, including a great tenor, the cream teas and with all the cars parked up next to the large lake.

A couple of us drove up to Shuttleworth, Ian & Julie were there all weekend, I was there on the Sunday, it was good to see nearly 100 stags parked up, a good selection of suppliers, I took advantage, managed to buy an original drivers wing mirror stalk, now fitted, doesn't wobble, and without any struggle, it aligns perfectly, providing the ideal rear view, taken me seven years to find one. Well done to Roger and his crew for organising a great Stag National weekend.

Our July Natter & Noggin was our Pride of Ownership evening, this where all Stag owners and their partners plus anyone else in the pub who shows an interest, can vote for the best on the night on various categories, which includes the Best Car of the night. It was great to welcome Sarah & Andy and their friends from the Bristol area, with their two white Stags. It was a bit of a white out night with four of the seven Stags in the car park being White.

So the results, the votes were duly verified, Rebecca and Nick won Best Interior, I picked up the honour of Best Dashboard & Best Under Bonnet, with John & Julie collecting the certificates for Best Wheels, Best Boot Interior and receiving the Best car of the night award, well done to everyone.



It was welcome back to Jeff & Hazel following Jeff's hip op, and our thoughts go to those members who are currently under medical supervision for various reasons, get well soon.



John and Robins Stags were spotted in a Classic car get together at the Rowdy Cow, one Sunday in the month,

The status of our Wiltshire Stags, we missed Nick and Lois, who's Stag has now been off the road for over a year waiting on an engine rebuild, I know Nick is frustrated, but light is at the end of the tunnel, its expected to be up and running before the end of July. Ray & Sue's Stag is back on the road after having the carbs rebuilt with new diaphragms and needles, enabling the car to pass the emissions test for an MOT. We welcomed back Nick to our meeting, Nick has been rebuilding his Stag over the past six or seven years, having done the majority of the work himself, he's now in the trimming stage.



At Highnam Court

Our next Natter and Noggin meeting will be the first Tuesday in August 2026, the 4th meet at the Milkchurn SN12 6AD for 7:30pm for an early evening run to another Hostelry

Details off all the our events and venues that we will be attending as Wiltshire SOC will be included in our online Diary. The 2026 diary is up-to-date and is on our Wiltshire web pages 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/>

SOLENT & NEW FOREST

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Deputy Co-ordinator Ian Knight **0790 4022781**
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Once again, the sun shone brightly on Sunday morning as we gathered at Hilliers garden centre, Hedge End, for the start of our, now traditional, July run to Tony's place at Rake, near Petersfield. Organised as usual by Phil and Jo, sixteen cars arrived, so, given some of the narrow lanes on the route, it was decided that we would set off in three groups, at five minute intervals. This took us out towards Winchester and across the Meon Valley, and then on to our coffee stop at Haskins garden centre, near Farnham, where we were joined by Rob, Julie and Willow in their stag. There were several encounters on the way, including a hold up while tree surgeons brought down a large tree beside the road, though apparently this was not laid on specifically for our entertainment!

More hilarity ensued when we met the group in front head on down a narrow lane, having been turned round by another fallen tree blocking the route ahead. Happily, Peter, leading our group knew the area well and led us to an alternative path to our destination.



On arrival at Tony's, we were joined by the Surrey area contingent who swelled our numbers with around twenty more stags, making nearly forty in total!





The rest of the afternoon was spent chatting, eating and admiring Tony's collection. This year, there was an added highlight, in that two of his colleagues had brought along an absolutely immaculate Jensen Interceptor and also a restored 1954 prototype AC, nicknamed Bluebird, due to its association with Donald Campbell.

The good weather continued on to the Monday evening monthly meeting, which saw ten stags in the car park, all with roofs down. It was a lively meeting, with lots of chat, and we welcomed Julia, a new member who has yet to purchase her stag, but has a long family history of the marque. At least she knows what she is letting herself in for!

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/>

OXFORD

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Now summer is in full swing, it has certainly been a busy period across the Oxfordshire Area. Unfortunately, due to other commitments, our last couple of area meetings have been smaller than usual and we also missed last month's "Out and About" update. My apologies to those who enjoy reading about members' activities – I know it is a popular feature. The team did manage a small gathering, but June proved to be particularly hectic for many of us.

Bloxham Steam Rally Delivers Another Memorable Weekend

The standout event of the month was undoubtedly the

Bloxham Steam Rally, one of the highlights of the local classic vehicle calendar. This year's event was once again supported by our Deputy Area Coordinator, Richard Green, who was volunteering in his role as Deputy Section Leader for the Steam Society.

The rally proved another great success, attracting around 150 classic cars each day alongside an impressive collection of steam engines, commercial vehicles and military displays. Triumph Stags were well represented throughout the weekend, helping to showcase the club and generate plenty of interest from visitors.

Richard was also joined by his partner, Tracey, who returned to the event after several years away. Taking up her familiar role as a Classic Car Warden, she helped marshal and park the many classic vehicles arriving on site over the weekend.

The weather provided two very different experiences. Saturday brought blazing sunshine and soaring temperatures, while Sunday was considerably cooler and much more comfortable for both exhibitors and visitors. Despite the heat, strong crowds attended throughout the weekend, taking advantage of the wide range of attractions on offer.

Alongside the magnificent steam engines, visitors enjoyed browsing craft stalls and trade stands, while the popular beer tent and live music created a relaxed and welcoming atmosphere. It was a weekend that truly offered something for everyone.

The Triumph Stag display was particularly eye-catching, with four immaculate examples attracting plenty of attention. It's always encouraging to see so many well-presented cars together, with owners happy to share stories, technical knowledge and enthusiasm for the marque with interested visitors.

For many Oxfordshire Area members, Bloxham remains one of the year's most enjoyable events, providing the perfect opportunity to meet friends, admire a wide variety of vehicles and celebrate the classic car hobby. Thanks to everyone who attended and helped make it another successful year. Roll on 2027!

Prom Night Chauffeur Duties

Away from organised events, my own Stag also enjoyed a special outing recently after being selected as the transport of choice for my niece's end-of-year prom. It was wonderful to see the car playing a small part in such an important occasion and, as always, these events provide a fantastic showcase for both the vehicles and the effort that goes into making the evening memorable. My niece also looked wonderful and they made a perfect pair.



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

Also considering the heat I was amazed how well the car, and probably the modified electric water pump, kept the car running perfectly... In fact, the only complaint would be the need for some cooled seats as I went full on chauffeur outfit. Any way great evening, perfect showcase for the car.

European Adventures Continue

Aidie has once again been proving just how capable these cars remain, touring across Europe en route to his holiday home in Spain. Long-distance journeys such as these are a testament to the reliability and enjoyment that classic motoring can still provide. We will even forgive him for replacing the original Triumph engine with a trusty Rover V8!

National Day Representation

Elsewhere, Gary, Peter and Steve attended National Day at Shuttleworth, ensuring Oxfordshire Area was well represented at one of the club's flagship events. Thank you to all three for flying the flag on behalf of the area.

Looking Ahead

In early July, Jason kindly hosted members at his home in Wendlebury for coffee before a convoy set off for the recently refurbished Stag at Mentmore. With summer weather continuing to cooperate, we are hoping for some fantastic photo opportunities and an enjoyable afternoon amongst friends and cars.

Your Stories Matter

As always, if you have any stories, photographs or adventures that you would like to share with fellow members, please get in touch. Whether it is a local show, a road trip, restoration progress or simply a memorable day out in your Stag, we'd be delighted to feature it in future updates.

This Year's Meeting Venues

- The Lamb, Chalgrove
- Sturdy's Castle, Kidlington
- The Ben Jonson, Weston-on-the-Green
- The Packhorse, Milton Hill

THAMES VALLEY

Co-ordinator **Position Vacant**

Deputy Co-ordinator **Position Vacant**

Contact The Co-ordinator Liaison Officer for further information

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OUT & ABOUT

S O U T H E A S T

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Our Charity Day took place on 28th June and was kindly hosted by Wendy at her house which is very close to the sea at Birchington. It was a well-attended event with about 40 people, made up of Stag club members, TR register members and the South East Classic Car Appreciation Society.

The day started from 10.00 am to the smell of bacon and sausages on the griddle to supply breakfast rolls. Many ladies arrived bearing cakes of multiple varieties. There was plenty of tea and coffee available. The weather was kind with a steady breeze and sunshine; good use was made of the gazebos.

Jon took an early advantage of the 2 post lift to fit a new sensor for his electronic speedo following his conversion to a 4 speed auto gearbox. As is usual with a classic car it didn't go exactly as planned and took somewhat longer than originally thought, however all was

well in the end and he now has a working speedo. Neil also used the lift to inspect the underside of his car and was generally pleased with what he saw whilst noting a couple of items that would need attention.

Numbers continued to increase as the day progressed and a start was soon made on the coffee and cake for mid-morning. Some people took advantage of the garden games laid out on the lawn with giant Jenga and swing ball proving popular.

Lunch saw Wendy cooking pizza which was appreciated by all. This was followed by an auction for a bottle of Haig vintage whisky known to have been purchased before 1982 which was donated by one of our members John Fitt and brisk bidding took place until eventually a price was agreed. Thank you to John for his donation. This was followed by the raffle organised by Keith for a very full table of donated prizes. The luckiest member was Lesley who with 3 strips of 5 tickets had her number drawn out at least 6 times, but having taken the first prize, she then donated the rest back to the raffle. She was strongly advised to buy a Lotto ticket immediately!



The afternoon progressed with further browsing on the delicious cakes and general chatter until it drew to a close around 4pm.

My thanks must go to Wendy for hosting the event, to all the ladies who donated cakes, for the raffle prizes and to those who helped to erect and dismantle the gazebos. We raised a total of £762.71 plus Wendy was able to gift aid it which added another £191. A good result, which was donated to Pilgrims Hospice.

KENT AREA WEBPAGE

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



WEST SUSSEX

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We are rattling through the year and hopefully enjoying this lovely weather.

Our main event for June was the Broyle Country Show where we met up with East Sussex Area. A good show this one with plenty of varied exhibits, we watched the parade in the arena where Jim was particularly interested in the Fire Engine where he caught up with some of his old colleagues.

I've been busy sorting the Bromley Pageant at Ardingly show, it looks promising and a good turnout with all areas in the Region attending to form a South East Regional Day. I've met with a few hiccups, mainly from outsiders throwing in unnecessary problems, but nothing that was not overcome, let's hope it stays that way.

Bob

DIARY DATES

- ✔ July 19 Bromley Pageant- Ardingly Showground (pre-book Bromleypgeant.com)
- ✔ August 15 Capel Show, book on line.
- ✔ August 29 Barns Green show (TBC)
- ✔ August 30/31 Hellingly Festival of Transport, book on line
- ✔ September 5 Loxwood Floral Fringe
- ✔ September 6 Laughton Autumn Show (book on line)

WEST SUSSEX AREA WEBPAGE

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

EAST SUSSEX

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As Paul Vincent, our esteemed Deputy Co-ordinator remarked at our last meeting, we are now in 'the deep territory of events'! That sounds a bit 'Pink Floyd' to me, but I think we all know what he means!

It's that time of year when the calendar is bursting with car meets, outdoor shows and all kinds of festivals and events. Every weekend, the roads fill up with vintage and classic vehicles heading across the county and beyond. It's great when the cars are recognised for what they are and

motorists offer subtle and not so subtle waves and honks of the horn to salute the fellow enthusiast!

Recent highlights for us were the Broyle Show, well attended with 13 Stags attending from us (plus 3 from West Sussex) putting on a good show for the public at this lovely, relaxed, small show. Four cars from the group attended the SOC National Day at the Shuttleworth Museum: Gary Mountford, Nigel and Cathy Edwards, John Sanderson and Geoff Allchorn joined around 90 Stags up there. We (especially Gary and Geoff) met a lot of people new to us, most of them introduced by Nigel. A good time was had at a very interesting venue.

Into July, there was much anticipation about the TR Club local groups' 50th Anniversary event at the Bulls Head, Boreham Street to which we have been invited and of course, the ever popular, Bromley Pageant. Just looking at the headliners for August: Hooe Vintage Car and Motorcycle Show, Motors by the Moat at Leeds Castle, Hellingly Festival of Transport, Bexhill 100 and a five day club tour of the Brecon Beacons, gives some flavour of the variety of trips and shows which our club members can look forward to each year.

And so from one deep territory to another! The other big question on the agenda at the moment is our Christmas 'do'! Our Co-ordinator has urged us all to forget heatwaves, sun factor 50 and sizzling sausages in the garden! It's never too early to book the Christmas dinner dance! So, we are currently dusting off the tuxedos and looking at menus for chestnut velouté, crown of turkey and classic Christmas pudding! Now that's what I call, deep territory!

DIARY DATES

- ✔ Breakfast meeting: 8th August, Green Man, Ringmer
 - ✔ Breakfast meeting: 11th September, Green Man, Ringmer
 - ✔ Breakfast meeting: 3rd October, Green Man, Ringmer
 - ✔ Hooe Vintage Car and Motorcycle Show: 2nd August
 - ✔ Motors by the Moat, Leeds Castle: 8/9th August
 - ✔ Hellingly Festival of Transport: 29th August
 - ✔ Bexhill 100: 31st August
- Sandy Gent on behalf of Gary Mountford

EAST SUSSEX AREA WEBPAGE

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



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

SURREY

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We had a couple of lovely events in June thanks to the generous hospitality of members in the Stag Owners Club.

13 Jun: BBQ at Buckland

A huge thank you to Keith and Sue for all their hard work in making this such a successful event. The field adjoining their home with a backdrop of the North Downs provides a stunning setting. The recently mowed field (including a close-cut section to depict the name "Stag" – so creative!), the carpeted entrance to help our little treasures up the slope into the field, the marquee for buffet table and shade, garden games involving horseshoes, bean bags and coconuts and of course the fab BBQ were all amazing. Also, a big thank you to all the member's that contributed salads and desserts etc.

We had 21 gleaming Stags in a line up which was an impressive spectacle.



28 Jun: Drive Out to Rake and Picnic

Earlier this year we received a very special invitation from the Solent and New Forest Area to join them on their annual Southampton to Rake Run followed by a picnic and private viewing of a collection of British Classic cars.



We arranged an alternative route through the countryside from Dorking through Billingshurst, Wisborough Green, Petworth, Midhurst, Petersfield and then on to Rake which took about 1 ½ hours on a perfect day with warm sunshine. We had a good number of Stags and set off in two groups to make it easier to keep together. Some members made their own way there and Theo and Helen enjoyed the route from Southampton. We were met by Tony who showed us round his stunning collection of cars and were then treated to Pimm's in the beautiful gardens. In the field where we were all parked, I was told there were over 30 Stags which was quite a sight and included most of the Stag production colours – very pretty!

A fantastic day out. Many thanks to Tony and his family for their hospitality and Phil and Ian and all those involved in organizing the day. It was very much appreciated and a great opportunity to meet members of the Solent and New Forest Area.



(PS: Thanks for all the offers of replacement radiator caps which ensured I got there safely! I chose the least rusty one – thanks Keith T!)

By the time this goes to print we will also have been to the Leigh Classic Car Show, Bromley Pageant and visited the Liberham Lodge Care Home followed by a pub lunch. (Full report on our July activities will be the next issue).

So, a busy summer for the Surrey Area and lots more to look forward to. The social side of our events seems to be going from strength to strength and it's great to see so many Stags out and about. Thank you all for your support.

DIARY DATES

- ✔ 09 Aug: Cranleigh Car Show (Booking Required – code 926041)
- ✔ 15 Aug: Capel Car Show (Booking Required)
- ✔ 23 Aug: Picnic at Shamley Green
- ✔ 24 Aug: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 11-14 Sep: Isle of Wight Trip (Warners Hotel Bembridge)
- ✔ 21 Sep: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 11 Oct: Event To be confirmed
- ✔ 19 Oct: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 01 Nov: Autumn Tints – Drive Out
- ✔ 22 Nov: Breakfast & Xmas Shopping at Garden Centre – Drive Out
- ✔ 23 Nov: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 05 Dec: Christmas Dinner/Party – Thatcher's Hotel, East Horsley
- ✔ 21 Dec: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.

Looking ahead to May 2027

- ✔ European Stag Meeting 28th – 30th May 2027, Netherlands. Details of Hotel bookings are in the July 2026 Club magazine and website. If you would like to join the group going from the Surrey Area, please let me know.

If you would like to join us for any of the other events, let me know and I will let you have more details. I will continue to send regular emails to keep everyone updated too. If you are not receiving regular SOC emails and would

like to, please give me a call and I will do my best to sort it out. Hope to see you all again soon.

SURREY AREA WEBPAGE

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

SOUTH EAST LONDON

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Last month I hadn't done a great deal of Stag related 'stuff' so struggled to write the area report. This month has been a busy one for the area so lots of good stuff to report about!

This month also saw a couple of great classic car shows. Firstly was Northiam. This is more of a Village Fete type of show, but was a nice day out. It was initially looking like it was going to be undersubscribed from our side, but we had 8 Stags and I accidentally had my modern Jag XE on the stand as well!

Today was one of our Regular shows – at Warlingham Rugby Club. It is local to our area so good for a number of members Geographically. It was even near enough for my Stag to make it there! 11 Stags and Paul's TR4 driven my Mike D. while Paul drove his Stag in.

The Gazebo has been worth its weight in gold to provide some shade from the relentless heat that we've been having, as well as providing a place for us to hang out in. The day started out overcast and a bit cooler than we have been experiencing of late, but returned to blisteringly hot for the afternoon!

Lots of stuff coming up, by the time you read this, Mc Dermots fish & Chips and the Bromley Pageant will have come and gone.

Upwards & Onwards
Dave H

DIARY DATES

- ✔ Aug 1st 3pm-6pm – area Barbeque at the Bo-Peep (BR6 7QL)
- ✔ Aug 6th 7:30pm – Monthly meet at the Bo-Peep (BR6 7QL)
- ✔ Aug 9th – Motors By the Moat (Leeds Castle) ME17 1PL
- ✔ Sept 3rd – Monthly meet at the Bo-Peep
- ✔ Sept 12th Drive to Moto Torque Café

OUT & ABOUT

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

Regional Co-Ordinator Situation Vacant, please contact the Co- Ordinator Liaison Officer Peter Jones to discuss the role if you may be interested. coordinatorliaison@stag.org.uk or 07850 319992

SOMERSET / DORSET

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Nick had arranged a Sunday Lunch for us across the border in Wiltshire on the 14th June at The Royal Oak, Swallowcliffe (his local) and parking in a friends field across from the pub for photos. Five Stags, two of them magenta and neither James May's, met at the pub from different directions on a hot sunny day and enjoyed a leisurely Sunday lunch. Nick had planned an



after lunch circular drive taking in the local country roads including Fonhill Park, The Fovant Badges (regimental badges that were carved into the chalk downs above the village of Fovant by the soldiers of those regiments) and the Chalke Valley. It is always good to discover other areas with some great roads to drive. Thanks to Nick & Alice for organising the day.

Rob went to Compton Abbas airfield car meet on Sun 21st Jun and chanced to meet up with Mark, who was on Nick's run on the 14th and another green Stag I knew from many years ago, but Rob didn't meet the driver.

Unfortunately Mike & Jackie were unable to join us on the National Day trip so went to Wadys Cider Farm car meet on Sun 5th July. As well as Mike's Stag, there were two others present, one of them another Magenta, from Weston-Super-Mare.



As far as I am aware, four Stags and a daily runner from the S&D area went to the National Weekend. Graham and Sarah made their own way as they were meeting friends. Three Stags travelled together and decided to take a mix of main roads and scenic roads with a couple of breaks en route, which resulted in a journey time of about eight hours. Our first stop was at Sandham Memorial Chapel, a World famous chapel containing Stanley Spencer's paintings of WW1. Worth a visit if in the area. Our second stop was later than planned after getting lost looking for a garden centre in Didcot. We eventually found the garden centre we were looking for and had a late lunch.

Arriving at the hotel, Glenn & Wendy had already arrived and informed us the new owners had only taken over the pub one hour before they had arrived, so no evening meals and they could not sell us drinks. After a long day and a complimentary drink, we all retired to bed, at least we had room and breakfast.

Next day we enjoyed the drive around the area, especially a detour to the Cardington Hangars, somewhere



I had always wanted to visit and I was not disappointed. Sunday we drove to the show and visited Shuttleworth House, Swiss Gardens, craft stalls, aircraft hangars and there was a Volvo car meet we could wander around.

Thanks to everyone involved in organising and helping with the Weekend, a great venue with plenty to see.

We do not have anything planned yet for August, except our Sunday Lunch which will be on Sunday 23rd Aug. This will be combined with Ken's Mystery tour and a cream tea at Ken & Liz's home after. Lunch venue is TBD but will be in the East of our Area. When decided I will add it to our Website events and put it on WhatsApp. If you want to join our WhatsApp group, let me know. It is very useful for informing other members of events in different parts of our area.

There has been some interest in visiting Middle Wallop Army Flying Museum and a visit to Lyme Regis RNLI station. Let me know if interested in either then we can start looking at dates.

DIARY DATES

- ✦ We will be continuing our monthly Sunday lunches/N&Ns. Other events listed below are for information; let me know if interested in attending.
- ✦ Sun 23rd Aug – Sunday lunch, followed by Ken's mystery Drive and a cream tea.
- ✦ Date TBD – Visit to Middle Wallop Army Flying Museum.
- ✦ Date TBD – Visit and tour of Lyme Regis RNLI station.

SOUTH WEST WALES

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

June has been a very busy month for us with a number of events and shows. The first was The Pembrokeshire Classic Car Show held on 6th June is normally a good show with plenty of vehicles on display and a large auto jumble. We normally attend this show and join with West Wales and have a joint club stand. Regular reads will know that this is the show that for one reason or another I have fail to get to over the last 3 years so this year I was determined to get there. On the day we had strong

winds and rain but some of us made the effort and we went along. It did brighten up a little in the afternoon so it wasn't a complete wash out. Due to the wind there were a couple incidents that could have been nasty one of which was when the RNLI Charity gazebo blew away it went down between two rows of cars for a distance of about 30 to 40 yards but somehow missed them all before being brought to a halt then later in the day another gazebo blew over and hit somebody but again luckily they were not injured. Even with the poor weather the turn at the show was good with over 200 vehicles and a large number of visitors. Hopefully next year I will get there again and with better weather.

This year The South West Wales Area decided to have a trip away and our destination was North Wales The dates were 8th June to 11th June and we had 5 Stags with nine members. The route up had three meeting places the first was Crosshands the second was just outside Llandeilo and the third was Dolgellau where we met Paul Shepard from Reading. Paul is a regular attendee at our N&Ns and had decided to come to North Wales with us. Our original plans for day one was a trip to Anglesey Transport Museum then a drive around the island. Day two saw us going to Llandudno and then a drive around the Great Orme ending at the top where the views were spectacular. The third day was a planned visit to Portmeirion before making our way home. It was a very enjoyable trip with just one car not behaving and requiring a number of stops including a visit by the RAC to complete the journey. It was the weather that took the edge off the trip as we had heavy rain over most nights and showers during the day but the wind was very strong all the time. We were very lucky and we managed to do most things in between the showers. The last day was atrocious as we had very heavy rain with strong winds so it was decided not to go to Portmeirion but just make our way home. I'm sure we will have more away trips so we will start to look at where and when.

A spur of the moment decision was made to go on the Pembrokeshire Summer Drive. This was on the 14th June and as it says on the tin was a drive around Pembrokeshire. There were three of us and it was a lovely drive with sunshine and roof down driving well worth the effort. We started in Sageston then driving over The Preseli Hills with some fantastic views. A halfway stop was organised at The Dyfed Shire Horse Centre. Stopping here





In Anglesey

for a bite to eat before driving to Llys Y Fran Reservoir but with many attractions including café, children's play area, mountain bike routes and water sports centre. Next was our N&N this time we went back to The Plough & Harrow in Llangyfelach. We had 8 Stags and a TR4. But unfortunately one Stag decided it didn't want to go on the drive and spat out all of its water and ended up being trailed home. Starting from Pont Abraham Services 5 of us were brave enough to put our roofs down for our short drive. Leaving Pont Abraham we headed towards Pontarddulais on the A48 then through Hendy into Langennech and The Bryn and down onto the A484. Over Loughor Bridge and into Loughor and then down into Loughor Foreshore Car Park for some photos. Leaving the car park it was through Gorseinon on the A4240 and onto Penllargaer. Around the roundabout back onto the A48 and headed to Llangyfelach and then to The Plough & Harrow. We were extremely well looked after and the food was very good. As I said June has been busy we were invited by Pontarddulais Classic Car Club to join them in putting on a display of classic cars outside the Museum of Speed in Pendine. We has 5 Stags in the display and while the weather was fine it was windy which seems to have been the theme for our shows and the North Wales trip. We were given free entry into the museum and reading

the history behind Pendine and the World Land Speed record attempts on bikes and in cars. The rivalry between Malcolm Campbell and John Parry-Thomas and the number of times the Land Speed Record alternated between was interesting. John Parry-Thomas died on the sands while attempting a record run and his car "Babs" was buried on the beach.

Finally for this report was our attendance at Towry Valley Vintage Club Annual Show. Held in the Cothi Bridge Show Ground Pontargoithi. A two day show best described as a Country Fair as there were many attractions other than classic vehicles. A number of tractors and farm machinery from different eras, lorries, dog show and a small horse re-enactment where the riders were dressed in bright red uniforms. Due to the members having other commitments we had four cars on both days a smaller number that we would normally have. One vehicle on display was a Mini 1275GT a barn find. The story goes that it was discovered as a barn was being emptied. Three days of work emptying the barn before the Mini was found. With a registration of WN showing that it was registered in Swansea the car was complete and a milage of just over 5,500 miles on the odometer a real time warp car. Looking at the car it was rust free and the plans were for it to be detailed before undergoing the required mechanical work to make it road worthy. I would like to see it once the work has been carried out.

Clive Perman

DIARY DATES

- ✔ Bridgend County Show 4th & 5th July
- ✔ N&N 15th July
- ✔ Possible day trip Aberystwyth TBC July
- ✔ Cardigan Classic Car Show 26th July
- ✔ Gwili Railway Classic Car Show 28th July
- ✔ Aberaeron Vintage Show 9th August



At Pontargoithi



WEST WALES

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June and July has been a somewhat more successful time for the West Wales area than the previous month. On Sunday 14th June, a few of us took part in a charity car run round Pembrokeshire on what was a lovely day. There was a whole range of cars, both classics and modern, and I was joined by Maurice and Mary in their Stag and Clive and Lesley in theirs for the drive which started out at the Plough Inn, Sageston, with over 100 cars taking part. From there, a staggered start took us northwards through mid-Pembrokeshire to arrive at the Dyfed Shire Horse Farm at Eglwysrwr, home and birthplace of several Royal horses, where we enjoyed a delightful picnic lunch in the sunshine. From there we continued our drive to end at Lllysfran Country Park, where we enjoyed a gentle walk and a very welcome ice cream, before making our respective journeys home after a very enjoyable day out.

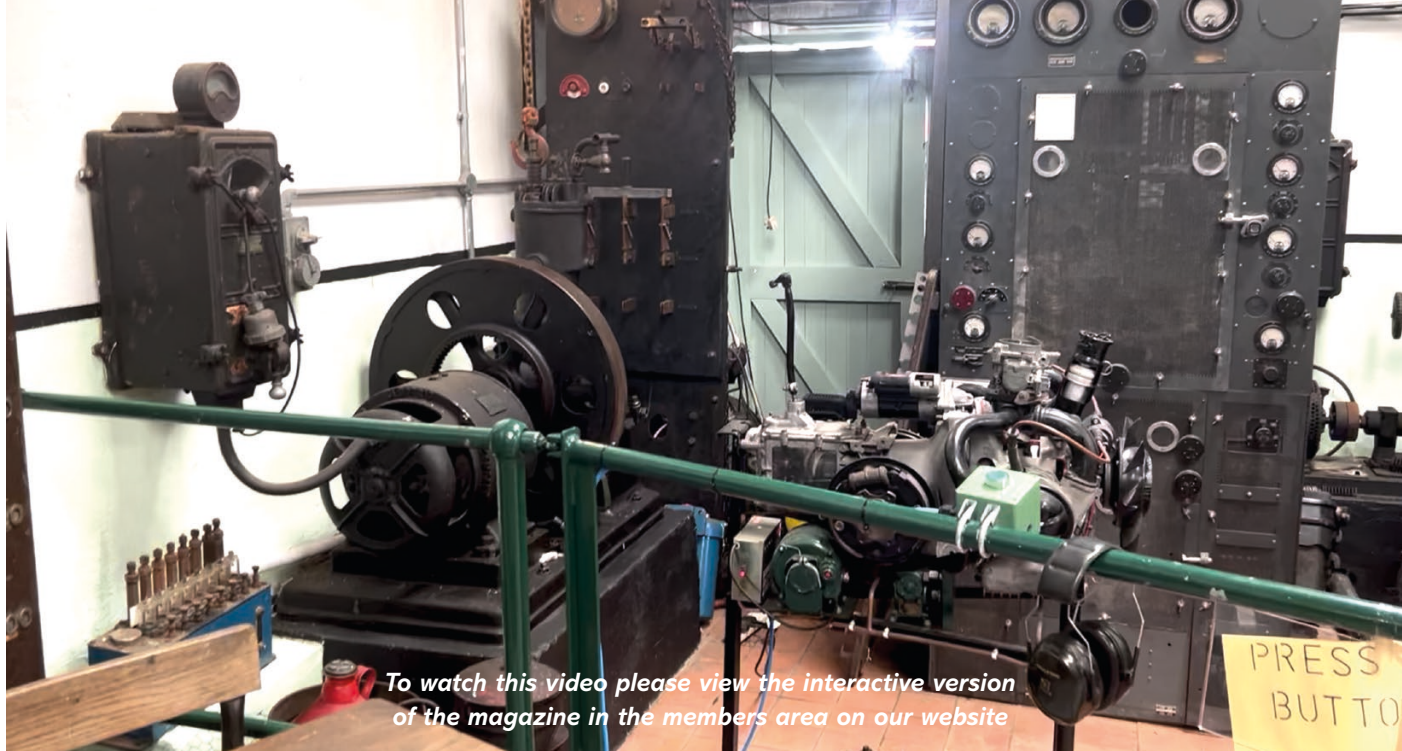
On Saturday 20th June, a few West Wales members joined with members from South West Wales for a display of cars at the Museum of Land Speed at Pendine Sands, where 'Babs', the car used by Parry Thomas for his famous double land speed record in 1926, is currently on display to commemorate the centenary event. It was a disappointingly small turn out of cars on this occasion for some reason, as it was nice weather and a good day out, but we had a good representation from the Stag Owners Club with five members displaying their Stags.

The following weekend, the Towy Valley Vintage Club show was held at Cothi Bridge, near Carmarthen. I was not able to attend this show on this weekend, as I was celebrating my birthday weekend when I officially became a Senior Citizen(!!!). On the Saturday, I was privileged to

have been asked to use my Stag to transport the carnival king, queen, prince and princess and to lead the parade at the local village carnival. It was thankfully a lovely sunny day, and the theme of the carnival parade was 'Music Icons', so I entered into the spirit of the day, and dressed as Freddie Mercury to drive my Stag, festooned with music-themed balloons! Hence the unashamed photo of me and my Stag!



The next event for the West Wales should have been the July N&N on Tuesday 14th July, but on this occasion we decided to bring this forward to today, Saturday 11th July, and combine it with a daytrip with the members of Pembrokeshire Classic Car Club, organised by their secretary and SOC member, Brian Jennings, to the Internal Fire Museum of Power at Tanygroes, near Cardigan. I have just come back from this daytrip, and it was an excellent day out all round. The weather has been glorious sunshine, and three Stags (Maurice & Mary; Frank; and myself) joined with around 20 other cars from the Pembrokeshire Classic Car Club to drive from Carew up to the museum at Tanygroes. The museum itself was fascinating, with so much to see, ranging from various vintage steam and diesel industrial engines and smaller stationary engines, as well as displays of telecommunications and a working



vintage telephone exchange, and much more. This is a real hidden gem of a museum, and surprisingly not too busy, and we had a warm welcome from the owners and staff who gave us discounted rates for the classic car club. Well worth a visit if you are in the area. Thank you to Brian for arranging and organising this excellent visit and day out.

Coming up in the next few weeks of July and August we have several shows and events lined up for the West Wales area, so I hope to report on those in the next magazine, and have included the August events in the diary dates below.

I have a problem with our August N&N and evening drive on Tuesday 11th August, as I will be away on annual leave. I am hoping that I might find someone to arrange and coordinate this event in my absence, so the arrangements are still to be confirmed. Please get in touch with me to find out details nearer the time, and I hope to email out the arrangements once they have been confirmed.

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

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

DIARY DATES

- ✔ Sun. 2 Aug. Classic & Vintage Vehicle Show at Gwili Steam Railway, Abergwili
- ✔ Sun. 9 Aug. Aberaeron Vintage Show hosted by Cardi Cranks, at Llanerchaeron
- ✔ Tue. 11 Aug. Evening Drive and N&N tba
- ✔ Sun. 16 Aug Skewen Motor Club Vintage Car Show at Gnoll Country Park, Neath

- ✔ Sat. 29th Aug Camrose Vintage Working Day
- ✔ Mon. 31st Aug Cresselly Country Fayre at Cresselly House
- ✔ Sun. 6 Sept. The Paul Sartori Pembrokeshire Car Run starting from Pembrokeshire County Showground
- ✔ Tues. 8 Sept. Evening Drive and N&N tba

DEVON

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Wow, June was a busy old month, and it was hot! For some the month started by heading to France in the rain and ended heading to France in the heat. A number of Stags joined the Tour de Bretagne at the start of the month, this was really well organised by our good friends at the Devon TSSC. The weather did not bode well as the cars queued for the ferry, but things improved a bit once the cars were in France. The trip was based around the Hotel du Chateau in Josselin and involved some wonderful drives on quiet roads around the Brittany countryside, good food, great company and amongst other things, included a fascinating trip to the local motor museum.

We are doing some early thinking about a trip to Northern Spain in 2027, probably in May before it gets too hot. By now you should have had an exploratory email about it.

Not long after the return from France, Andy organised a well-attended N&N at the Dartbridge Inn. As ever, an opportunity for Devon members to get together and share Stag stories and tips and generally catch up. Although I wasn't there. I am sure there were stories to tell about the Brittany trip. A huge thank you to Andy for organising this



Darts Farm Classic Car show

N&N. We are always looking for members to host N&Ns. All it needs is for you to book a few tables in your local hostelry and let us know, your area coordinators will do the rest. Without your help, N&Ns will not happen.

The following weekend saw Stags gathering at The Two Bridges Hotel on Dartmoor for the start of Sue and Mark's Treasure Hunt. Following a series of devilish clues the cars all ended up at Sue and Mark's for their famous BBQ. This is a very popular event in our Summer calendar and we owe a huge thank you to currently Stagless Sue and Mark for continuing to organise and host it.

Fathers' Day weekend sees Darts Farm host their annual Classic Car show in aid of the Estuary League of Friends. Devon SOC were allocated their own area this year to display our cars and promote the SOC. The show was as well attended as usual on a hot June Sunday, and our display of Stags attracted a lot of attention. A lot of interest was shown, as always, in the modifications that have been made to cars over the years, these always prove to be a great talking point.

As I write this the month ends with some polishing their cars ready for the Le Mans Classic Legend or the picnic at Claire and Stephen's farm, and looking forward to the Powderham Classic Vehicle Gathering in mid-July – more on that next month.

Outside of car shows, most of our club events are hosted by you, the members. Be it a N&N in your local, something at your place or something elsewhere, if you have an idea, let us know and we will help you make it happen.

DEVON AREA WEBPAGE

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

CORNWALL

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Unfortunately there is not much to report in this edition because the July meeting was held after the deadline for contributions for publication. Hopefully there will be lots of amusing stories falling out of the meetings at Wadebridge Wheels in July and Mount Edgecumbe car show in August, accompanied by photographs of many Stags gleaming in the Cornish sun

and these will be reported in the next issue.

In the meantime, if any Cornish members have ideas for meetings next year, I would be grateful if they could let me know early so that initial planning can be done. Perhaps members who don't often come along could suggest different types of meet which they would prefer.

DIARY DATES

- ✓ September 6th - Launceston Steam Railway with Devon SOC
- ✓ October 4th - Bude Trip
- ✓ November 1st – Cornwall Air Ambulance visit
- ✓ December 12th - Christmas Dinner - Location Plume of Feathers, Mitchell
- ✓ January 3rd - AGM 10.15 for a prompt 10.45 start. Location TBA

SOUTH WALES

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First of all, please be warned that there are a large number of scam emails in circulation some of which have targeted South Wales SOC.

Some appear to emanate from the Stag Club or members thereof. Please be on your guard.

Normally a check of the senders email address will identify a suspect email.

Now back to the report...

Bob has kindly submitted his account of the first event in June :-

Highnam Court Show June 14th

A total of nine cars set out for Highnam Court Gloucester, 5 met at Magor services and 4 joined us as we entered Chepstow. A pleasant day a bit like the 3 bears





porridge, "not too hot and not too cold". The A48 was clear with no delays whatsoever and we arrived en masse and were put in a good setting, under the trees and with the Lake behind us, couldn't have been better. We were joined by Nick and Bridgette in their very nice Mallard Stag (Highly modified under the bonnet) which they have owned for a year and this was their first outing to a show. They weren't members but after a long chat about the benefits of belonging to a club we might see two new members. We were approached by quite a few people asking about the club and how much insurance cost for our cars with a view to a future purchase. The main advice was "Join the club first"

The show was a roaring success with 4-500 cars on site, ranging from Rollers, Ferraris and Bugatti's to rat rod Opals with "Patina rust" the standard of the displayed cars was high and an enjoyable stroll was had. If the cars didn't float your boat the gardens were stunning.

Bob Dowsell

You may recall that Gary R organised several events earlier in the year but said he would be pressed for time during the summer. At the weekend of the Highnam Show, Gary's son Charlie married the beautiful Sophie meaning he could not attend the show. Charlie asked Gary to drive him and his other son Greg to the wedding venue in the Cotswolds in his Stag. Many of you have met Charlie and Greg over the years. Greg was best man and it occurred to Gary that the last time the three Ross boys had been together driving in the Stag was back in 2005 for the SOC National Day at Prescott!! The Stag looked great in



the sunshine and was admired by many attending the wedding. Hopefully some photos from the wedding will make it into the magazine.

The next event was the Hogs Head show and Terry has written the following report:-

Hogs Head Show June 20th

On Saturday 20th June, six Stags left the very crowded Cwmbran boating lake car park as it was also the 100th park run on the same day. We headed up the A4042 before cutting across country for the picturesque run to The Hogs Head car show in Llanvapley where we met up with Ian and Ric. The show was well attended with approximately 320 vehicles on display with our 8 cars attracting a lot of attention. Weather wise we were lucky as it was dry but slightly overcast. As usual the catering was organised by Cherry who along with some willing volunteers did us proud and kept us supplied with bacon rolls and later on sausage baps and of course tea and coffee. The day ended with the usual prize giving and raffle in which I can report, we never won a thing, but all in a good cause. All told, yet another good day out, with excellent company and a good chance for a chinwag. Thank you all for your support.

Terry Dunn

On Saturday 27th there was a car show at the Rhondda Heritage Centre. This was not an official club event but Andrew Puddifer attended with his famous green Stag. In fact his car was the only Stag at the show. Chris H also attended but their paths did not cross on the day.

Final event for inclusion in this edition of the magazine was the monthly evening drive on 7th July organised by Colin and Jill. The weather was fantastic and everyone had their hoods down!

Evening Drive July 7th

It was a warm sunny evening when 13 Stags assembled at the boating lake in Cwmbran, ready for the South Wales SOC Area monthly summer drive. New member Rob appeared in his very smart Tahiti Blue Stag for his first run out with the club. Chas and Bernie arrived from Somerset to take part in the event. In total we were 24 people.

Jill and I had decided that the July drive would be a mystery tour and held back the final destination until everyone arrived at the starting point. I wanted to visit



a new pub for the club to ensure some variety, however when the Coach and Horses, Castleton was announced we found out that one member remembers the club met at this pub regularly in the 1980's. Well we tried!

We had reccied the route 3 times before finalising the destination. Starting from the boating lake in Cwmbran it is difficult to avoid the fast dual carriageways and the M4 motorway which we usually prefer to avoid for a drive out with the Stag. We had timed the journey to last 1 hour 15 mins and that worked out exactly right.

The route took us through the Roman town of Caerleon although we did not see the Roman Amphitheatre on this occasion. We crossed the river bridge over the River Usk and on to Catsash where we looked out on the rolling countryside and the Celtic Manor Golf Course, which hosted the 2020 Ryder Cup At Langstone we turned left and followed the country road towards Magor where we turned to follow the B4810. Some members suggested I broke the 20mph speed limit, but I can't believe that myself, because I have been on the course!!

We drove through Newport where at this time of night the traffic had calmed down, thankfully. Past the famous Transporter Bridge over the river Usk. The bridge is currently being renovated and a new visitor centre is being built. The Transporter Bridge is a carriage which carries about 6 cars plus passengers across the river on cables. In the old days sailing ships used to pass underneath the carriage provided the tide allowed sufficient height for the mast to pass under. The bridge is one of only two left in the UK. The other bridge is in Middlesbrough

After Newport we headed towards the Gwent Levels and drove across the picturesque landscape which was mostly marshland with golden long grass by the side of the road. We passed Greenmoor Nursery in St Brides and observed the "Abbot self propelled Gun" from World War 2 and also a "Daimler Ferret Armoured Car" unfortunately both these machines are in a sorry state and are rusting away.

We reached our destination exactly at 8.15pm as arranged with the landlord and we had a comfortable area set aside for us together with some outside space for those who preferred to soak up the last remains of the day's sunshine. I was pleased to see that the pub had been extensively refurbished since the days when the SOC group met there back in the 80's. Thanks to everyone who supported this event. Colin and Jill Evans

DIARY DATES

- ✔ Tuesday August 4th Evening Drive
- ✔ Sunday August 9th Hog Roast at Bob and Cherry's
- ✔ Sunday August 23rd Penallt Show
- ✔ Saturday August 29th Gloucester Goes Retro (self-arranged)
- ✔ August 28th- 30th Pershore Plum Festival (Bank Holiday weekend) TBC
- ✔ Tuesday September 1st Evening Drive

SOUTH WALES AREA WEBPAGE

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

BRISTOL

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And so it arrived at last! The National Weekend was once again blessed with excellent weather, although thankfully was a little cooler than last year. Due to last-minute issues, only two Stags from our area left Bristol on Friday for a leisurely drive through the wonderful countryside and never-ending roundabouts in Milton Keynes (no offence intended to the proud denizens of MK!). We arrived at the venue more than ready for the short Uber ride into Biggleswade to enjoy one or two long overdue cool refreshments.

The Saturday drive out was a really enjoyable route in beautiful sunshine and just about the right distance before we arrived back at Shuttleworth ready for some further cool refreshment – thirsty work this driving lark. We topped-off the evening with the excellent Hog Roast and some quiet downtime to sit and chat in the cooling grounds as the sun set.

Sunday was blessed with a far greater number of Stags and some fantastic auto jumble to pore over. Having visited each concession stand at least twice and marvelled at the wonderful array of Stags on display, we were greeted with the news that 'Arry the Stag' had stood us all up and would not be appearing after all. It was a real pity as it would have been good to meet the sender of the eagerly anticipated 9:30am Saturday emails in the flesh.

Shortly after that disappointment we decided to make our way back to Bristol. Before we had even made it out of the Shuttleworth grounds, Andy felt a rather warm and wet sensation on his leg. Having quickly determined that it wasn't one of the unfortunate frailties of ageing, it became all too apparent that the tube from the oil pressure sender had, for reasons unknown, decided to detach itself from the rear of the gauge resulting in pools of the black smelly stuff gathering on him and the interior of his Stag. The only realistic option was to limp back to the showground



and seek support from the vast assembled wealth of Stag-related expertise. With help and encouragement from Glyn from our neighbouring Wiltshire area group, as well as Julie and Ian aka as 'mum and dad' to Myrtle (of SOC magazine fame), we managed to securely reattach the tube and clean up some of the escaped oil. We collectively deemed the car fit to drive back to Bristol and Andy is happy to report that no further leakages (of any sort) occurred on the journey. A photo of the 'heroes' and the well-oiled driver is attached. Thanks, one and all.

To conclude this part of our area write-up, it would be entirely remiss not to shout out a big "thank-you!" to Roger Kennedy and his excellent team of volunteers who helped make the occasion what it was. Cheers Roger and all!!!

Apart from the excitement of the National weekend, various members of our group attended numerous shows during the last month. The highlights included:

- Pied Piper Classic Car Show at Highnam Court near Gloucester.
- Mach 2 Motor Show at Aerospace in Bristol.
- Bath Festival of Motoring at the Walcot Rugby Club in Bath.
- Chipping Sodbury Classic Car Run at Chipping Sodbury.
- Horton Car meet at the Cross Hands, Old Sodbury.

A busy and thoroughly enjoyable month indeed with no reported mishaps and good weather all round.

Back to more domestic matters. At our July N & N, Sarah and Matt produced their second quiz of the year. This time it consisted entirely of close-up and/or distorted pictures of various Stag parts for the participants to identify. Some were straightforward, most were absolutely

not! This was a relatively low-scoring, but thoroughly enjoyable event. We now look forward to a Christmas quiz to finish off the year. This could fittingly, perhaps, focus on questions linking the Stag with reindeer-themes. Over to you, Sarah and Matt!

We also managed to fit in a visit to the July N & N of our friends in Wiltshire. It was fantastic to hold the meeting outside and to partake in the 'best Stag' competition on the night. Unfortunately (for us), Sarah and Matt's Stag didn't win any awards, but a fun night was had



by all. Thanks again go to Glyn and the other members of the Wiltshire group, who welcomed us with open arms.

And finally, with the intention of providing a small chuckle, we can see the aftermath of a trip to the most recent Hanley Farm Classic Car show. Sarah and Matt somehow entered a surreal world whereby she was apparently arrested by him. Both were sporting 1970's attire, with a Stag and Rover P6 playing central roles. All a bit 'Life on Mars' – now where are Philip Glenister and John Simm when you need them?!

DIARY DATES

- ✔ Monthly N & N's for 2026 – all on Wednesday evenings.
- Meeting at 7:00pm for a 7:15pm start:

- ✔ August 5th
- ✔ September 2nd
- ✔ October 7th
- ✔ November 4th
- ✔ December 2nd

Events

- ✔ Gloucestershire Vintage & Country Extravaganza, South Cerney Airfield, Cirencester (GL7 5QD) – Friday 31st July – Sunday 2nd August.
- ✔ Clutton Flower Show, Rudge's Field BS39 5SJ – Saturday 8th August.
- ✔ Kingswood Village Classic Car Show, Kingswood Hall Playing Field (GL12 8RF) – Saturday 5th September.

BRISTOL AREA WEBPAGE

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

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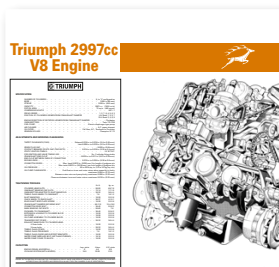
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