



WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971



www.wvpc.org.uk

'WESSEX WAYS' APRIL 2023

CHAIRMAN'S CHATTER

Hi everyone,

Here we are again it's beginning to feel a little better now, what with the clock's going forward giving us a bit more daylight, which is always welcome.

Mo and I maybe a little late on Club night but will get there.

All the details for the drive it day are available elsewhere in the Magazine,
We have decided not to have a Club stand at the Ferndown Fete due to the fact that they have started to charge you for showing your car.

Well that's me done for now so you all drive and ride with care.

Doug.

MIKE SHEPPARD

I have no doubt that most of you would have heard the very sad news that Mike unfortunately lost his battle against the dreaded cancer.

He passed away peacefully on Sunday March 26th at 5-30pm in the company of his family,
Mike was a long time member of the Club, he was a Humber fanatic, he would always attend all Club events and like most of us he was supported by his wife Joyce.

All of our thoughts are with Joyce and the family at this very sad time.

If anyone would like to attend the funeral service it's at Poole Crematorium on Thursday April 20th at 3pm

Thank you

DRIVE IT DAY – SUNDAY APRIL 23rd

We have now got the details for the drive it day run, it will start at the West Moors Memorial car park, the entrance to the car park is adjacent to the speed camera.

If you could arrive at the car park around 11-45am to leave around 12-15 pm, the run is around 40 miles and if driven at a reasonable pace will take around an hour, we look forward to seeing you all on the day.

There is still time to book for the meal if you haven't already done so. Please contact Doug or myself to book in.

Dennis and Doug.

CALENDAR OF FORTHCOMING EVENTS

Tuesday 11th April - Club Night at Cobham's - Easter Bonnet Parade

Sunday 16th April – Cars on Christchurch Quay

Sunday 23rd April - Drive it Day

Tuesday 9th May - Club Night at Cobham's - Coronation Theme

Saturday 8th July - Westival 2023 at Fryers Field, West Moors

Easter Bonnet Competition on Tuesday 11th April

Bring out the Easter decorations and a bit of imagination and decorate your car bonnet with an Easter theme. We will be parking the cars in the field on this evening and the bonnets will be on display there. It can be any car, not just your classic. There will be a prize for the member voted 'Best Bonnet'.

**Voting will be from 7.30pm so arrive early and decorate those bonnets!
(this event will be held subject to weather conditions)**

WVPC VISIT TO JHG JIGSAWS LTD

Do you fancy a mid-week run out in the summer with a tour of a local Jigsaw factory followed by tea & cake?

We are planning a visit to the Jigsaw factory, which is in Ashmore near Compton Abbas, on **Wednesday 19th July. The tour will start at 2pm and will last approximately one and half hours. There is plenty of parking, it is a level indoor venue and afterwards we will be treated to homemade cake and tea/coffee.**

The cost per person will be **£12. After the tour you may, if you wish, purchase items from the factory, discounts given for cash!**

We need to let Julie at the factory know for definite how many are going so that she can bake the right number of cakes!

We will not be having a formal car run to the venue, but if you wish you could meet up and go as a group. Some of us will be leaving Blandford Lidl car park (or just outside in the service road) at 1.30pm if you would like to join us. Or if you prefer make your own way there for a 2pm start.

There will be more details closer to the event.

Vehicle of the Month – TRIUMPH STAG



The initial Stag design used the saloon's 2.0-litre six cylinder engine which was intended to be uprated to 2.5-litres for production cars, but Webster intended the Stag, large saloons and estate cars to use a new Triumph-designed overhead cam (OHC) 2.5-litre fuel injected (PI) V8. In 1968, under the direction of Engineering Director Harry Webster and his successor as Chief Engineer, Spen King, the new 2.5 PI V8 was enlarged to 2,997 cc (3 L; 183 cu in) to increase the power available. To meet emission standards in the US, a key target market, the troublesome mechanical fuel injection was dropped in favour of dual Zenith-Stromberg 175 CDSE carburettors. In common with several other manufacturers, a key aim of Triumph's engineering strategy at the time was to create a family of in-line and V engines of different size around a common crankshaft. The various configurations Triumph envisaged would enable the production of four-, six-, and eight-cylinder power plants of capacity between 1.5 and 4 litres, sharing many parts, and hence offering economies of manufacturing scale and of mechanic training. A number of iterations of Triumph's design went into production, notably a 2.0-litre slant four-cylinder engine used in the later Dolomite and TR7, and a variant manufactured by StanPart that was initially used in the Saab 99. In 1968 the Saab variant became the first of these engines to be fitted to a production car, followed by the Stag V8 in 1970. Sometimes described as two four-cylinder engines siamesed together, it is more strictly correct to say the four-cylinder versions were the left half of a Stag engine.

It has sometimes been alleged Triumph was instructed to use the all-aluminium Rover V8, originally designed by Buick and under development by Rover at the time, but claimed it would not "fit". Installation testing of both the Triumph V8 and the Rover V8 was carried out in May/June 1967, the conclusion being that the engine was too tall and that front structure changes would be necessary. It was decided not to further hold up Stag development and to proceed with the Triumph V8 unit. Although later enthusiasts have shown that it can be made to fit the space, the decision to go with the Triumph V8 was probably more due to the Buick's lack of British sales experience, the fact that there was not a manual gearbox offered by Rover at the time and that the different torque characteristics and weight would have entailed substantial re-engineering of the Stag when it was already behind schedule. Such a substitution would also have required a rethinking of the wider engineering strategy, both of which were important "fit" considerations beyond the comparatively trivial matter of the relative dimensions of the two engines. Furthermore, Rover, also owned by Leyland Motor Corporation at the time, could not necessarily have supplied the numbers of V8 engines required to match the anticipated production of the Stag anyway.

As in the 2000 model line, unitary construction was employed, as was fully independent suspension: MacPherson struts in front, semi-trailing arms at the rear. Braking was by front disc and rear drum brakes, while steering was power-assisted rack and pinion.

The Triumph Stag has sizeable club and owner support and a number of specialist suppliers. According to the main UK enthusiast club approximately 8,500 Stags are believed to survive in the United Kingdom. According to DVLA data in Q2 2020 no fewer than 8,289 UK cars survive which represents a survival rate of 46.51% of the 17,819 registered for UK roads - either taxed or under sorn.