



All you always wanted to know about... Stag Club Nederland



This is your foreign correspondent of Stag Club Nederland, who is more than willing to follow the request of your International Liaison Officer, Lesley Phillips, to present some figures and facts on Stag Club Nederland.

Of course you are aware of our European Stag Meeting in the Kingdom of the Netherlands. You may remember the last one, back to 2004, in Nijmegen, where your entertainment was seen to by a big band and a real copy of Cher. You may still have that scarf in blue, even to be used in the UK when the

sun forgets to pop up, or that full color picture of the whole group in the Doorwerth Castle. It was nice to have you there, lots of enthusiastic Brits, having come across the Channel for just a couple of days of fun. Roaring Stag engines, meeting old friends on the Continent, some of you in summer pants even when the weather is not suitable! Those of you who are long-time members will remember other Dutch organised ESM's, such as in Eindhoven (1983), Akersloot (1987), Apeldoorn (1991), Maastricht (1995) or Haarlem (1999).

In the UK, you enjoy the membership of one of the largest single model clubs, your big SOC



that lives to tell its 30th Anniversary in 2009. Lots of Co-ordinators and even their Deputies available. Not to forget the SOC Spares Ltd with a large stock of Stag Parts. The SOC once even had its own Stag jewelry, unbelievable! There is still a choice to be made when looking for a Stag dealer, when you want an overhaul of your beloved one (the Stag, I mean).

Of course, in the Netherlands, there are not as many Stags as in the UK and the SCN is proud to have (with a growth since 2001 from 152 members till 2004 with some 184 members), a steady 186 members of whom about 35 are really active members. There will be about 350 Stags licensed in the Netherlands; it is uncertain how many of these frequently hit the road.

You can determine the membership time of each individual member by checking his or her membership number. For instance, mine is 990101, which tells you that I became the first registered member in 1999. This does not tell you whether it is the first time one is member or not. Peter Berkhout and I both have been registered as members before; my first membership was registered in 1985. (I had to sell my Stag in 1989 after our twin boys were born, being the Stag at that moment not very

practical to keep any longer.) Last registered member as far as I know is number 20081001. Members who cancel their membership see their membership number disappear; it won't be redistributed, even not to those who were member before. Our eldest member (not in years but in membership time) registered is Bernhard Laddrak, number 810101; you will know Bernhard, being he the only Dutch SCN member that has never failed to attend an ESM. He was granted honourable membership under the Camille Schyns presidency.

The SCN was founded in 1981 and is, together with the Triumph Stag Club Deutschland, the Stag Club of Switzerland and the Belgian Stag Owners Club, the conservator of the name and fame of that great eight cylinder sports-tourer on the Continent. Those continental Stag Clubs do not join their mutual events apart from the ESM's. If for example a SCN member wants to take part at the Deutschlandtreffen, he does so on an individual basis.

The SCN is a Club that has its own statutes and legal existence and is run by a Committee, that normally consists of the Chairman/President, the Secretary, the Treasurer and the Events Co-ordinator. If the

Secretary has bad luck, he will be charged with the function of Magazine Editor as well. The SCN recently has suffered from a temporary Secretary-abstainance, under the Martin Kerkhof presidency. Fortunately, under the presidency of Pieter Berkhof, we have a Secretary in the person of Jan Kamphuis. In former times, there was a Technical Co-ordinator too. And of course, there is the well equipped and informative website, started under the Ronald Emons presidency, www.stag-club.nl The first president of SCN was Huib Kisters.

The financial status of the SCN is in good order and always has been that way; we saw to it to have enough money cash to buy a Stag in mint condition. This still is the fact nowadays. Membership is not expensive: a member pays a contribution of 37,50/a.

The SCN has its own magazine, a kind of a quarterly. In 1981, it was called 'Stroomverdelers' (equivalent to 'Distributor'), but saw its name changed into 'Overstag' as from edition number 20 in 1986. By now, the 105th edition of the Club magazine is available. It started to be a full color magazine from number 72 under the Camille Schyns Presidency. The size of the magazine was changed to an A4 under the Martin Kerkhof presidency.

In the Netherlands, there is no longer a real Stag dealer available. When Kees and Lonneke Jansen sold their garage 't Zand' in 2004, only Ferry van Kan remained as such until he too left his garage. If you want to have your Stag serviced, you have to go either to a British Cars enthusiast (my garage is British Car Centre in Baarn), to Ferry van Kan (who still does some maintainance jobs at home) or to Gilbert Rongé in Belgium. Spare parts still are largely available, since there exist large stocks in the UK.

Of course, SCN is not the only Club you may join when being the proud possessor of a Triumph Stag. In the Netherlands, there is the Club Triumph Holland apart from the TR

Club Holland and the Spitfire Club. Club Triumph Holland is a Club that one, even if not owning a Triumph, can join. TRCH and the Spitfire Club are, as SCN, aiming at TR owners / Spitfire owners. TCH, TRCH and the Spitfire Club each have many more members than SCN.

SCN organizes about four tours each year, apart from the attendance to or the organisation of the ESM. There are no regular meetings and, what is more, no concours contests. Ever since the Ronald Emons presidency, the SCN attends the British Cars & Life Style Fair at Rosmalen where SCN has its own club stand. SCN is member of FEHAC, the Dutch branch of FIVA. FEHAC sees to it that Dutch government is aware of the special status of classic cars. One might consider items such as lasting freedom from motortaxes.

As you know, this year's ESM will be held in Maastricht, so a real Dutch ESM as you (and we) know it. Pieter Berkhout and his team will be glad to welcome you there. Trudy and I are looking forward to meeting a lot of you folks there again, having been absent on your UK ESM last year whilst touring in Corsica with our Stag.

One last hint: beware of the Dutch fuel prices! A litre unleaded high octane super (98) is, due to VAT and special taxes, is even more expensive than in Germany or in Belgium. So fill up there before you get to Maastricht and, if you want to fill up in the Netherlands, don't do so on Motorways, where you pay a plus of at least 0,08 per litre.

Roaring Stag greetings, Ronald Emons

